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Westlake Community Plan

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City of Los Angeles

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Westlake Community Plan



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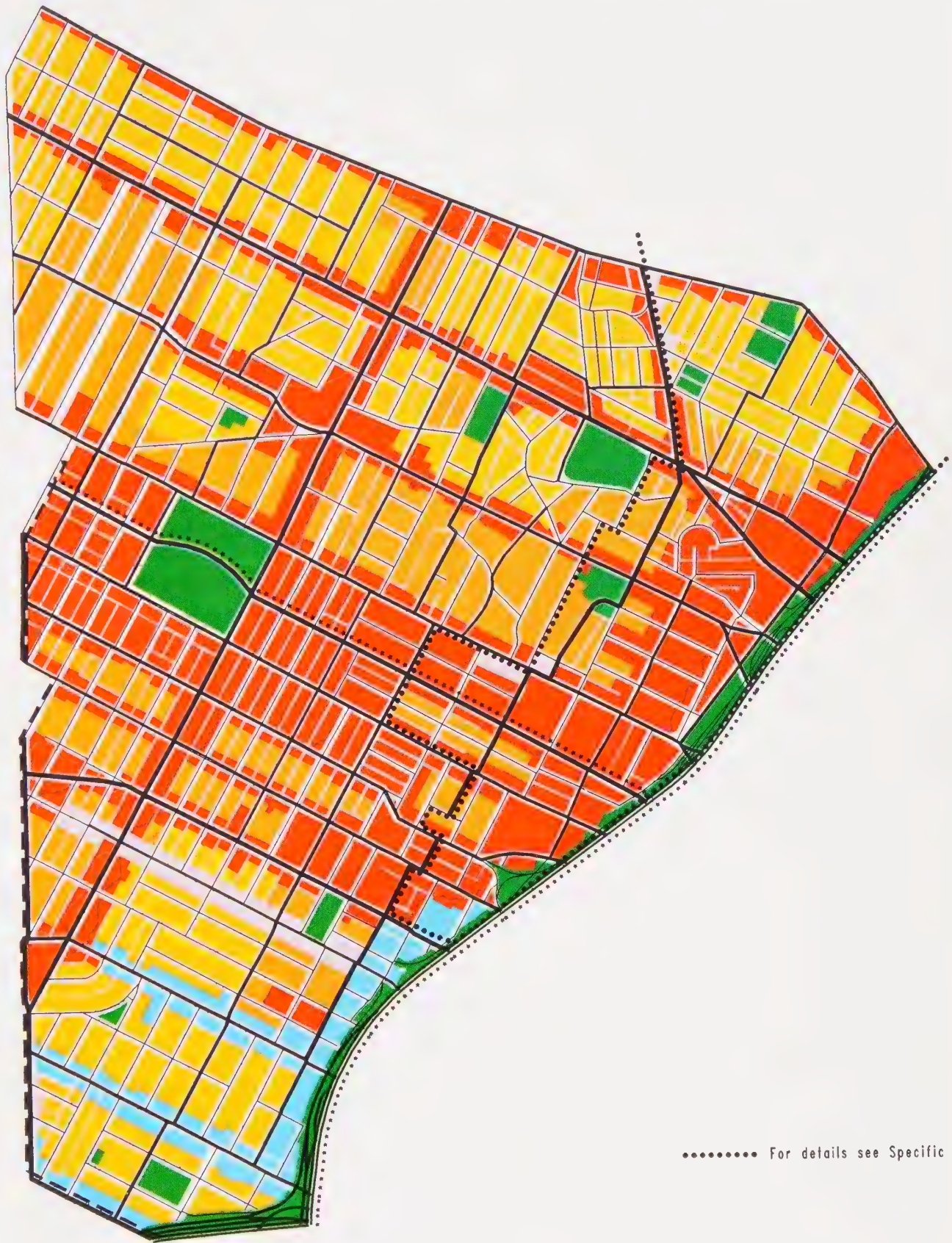
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*This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

WESTLAKE PLANS

[illegible]

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..... For details see Specific Plan

WESTLAKE GENERALIZED LAND USE



NOT TO SCALE



NOT TO SCALE

WESTLAKE GENERALIZED LAND USE

PURPOSES

The Westlake Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps entitled, "Westlake Community Plan" and "Westlake Center Schematic Plan".

USE OF THE PLAN

The purpose of the Plan is to provide an official guide to the future development of the community for the use of the City Planning Commission, the City Council and the Mayor; other concerned governmental agencies; residents, property owners and businessmen of the community and private organizations concerned with planning and civic betterment. For the Planning Commission, the Council and the Mayor, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the community within the larger framework of the City; guide the development, betterment, and change of the community to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentials and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations, configurations, and intensities of various land uses and circulation and service systems facilities. Development may vary slightly from the Plan provided the total area of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered. Development should not be allowed which is not consistent with the intent and purpose of the Plan.

The Plan Map is **not** an official **zone map** and as a guide does not imply a right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles Municipal Code, subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan. Inasmuch as the Plan shows land uses projected as much as twenty years in the future, it designates more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment, in the manner prescribed by law, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate and harmonize the development of the Westlake Community with other parts of the City of Los Angeles, within the framework of the General Plan.
2. To provide a guide to an orderly and balanced development of the community, designating and locating land uses and public facilities in the quantities and at densities required to satisfy the varying needs and desires of all segments of the community's population.
3. To designate a supply of residential land adequate to provide housing of the types, sizes and densities required to satisfy the varying needs and desires of all segments of the community's population.
4. To provide a supply of commercial land adequate to meet both regional and community needs, and to regulate the locations, types and intensities of commercial uses so as to assure their compatibility with other land uses.
5. To designate industrial land at selected locations with proper restrictions, in order to provide employment opportunities for residents.
6. To provide adequate public facilities and services, such as schools, parks and libraries.
7. To provide adequate circulation through the development of an appropriate pattern of freeways, highways and local streets and the improvement of public transportation service.
8. To improve the aesthetic, economic, and social environment of the community.
9. To eliminate and prevent the spread of blight and deterioration; and to conserve, rehabilitate, renew and redevelop the various parts of the community, as needed.
10. To preserve buildings and sites having historical or cultural significance as a "living" record of the community's past.

POLICIES

The Westlake Community Plan has been designed to accommodate the anticipated growth in population and employment of the community to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that certain growth will take place and must be provided for.

The Westlake Plan is designed within the framework of the Concept for the Los Angeles General Plan. The Concept stresses the preservation of open space and low density single-family residential areas, and the development of Centers containing high intensity commercial and residential development tied together by the highway and freeway system and a rapid transit network.

The Concept indicates the development of the Westlake Community along Wilshire Boulevard as a Center. Many of the activities of the Westlake Center will augment the needs of the Downtown and Wilshire Centers. A primary rapid transit line is planned to traverse Westlake Center in an east-west direction. Areas in proximity to the transit stops will serve as focal points for concentrations of retail, office, residential and entertainment facilities. Small landscaped areas and plazas in the Center will augment existing parks.

LAND USE

Commerce

Standards and Criteria:

Regional commercial development shall, in general, be limited to Wilshire Boulevard frontage properties and that area north of Wilshire Boulevard to Third Street from Bixel Street east to the Harbor Freeway. Buildings shall have a total floor area not to exceed six times the buildable area of their sites. Community commercial development should be provided as a buffer between high and low intensity development, at six times the buildable area of the site. Limited commercial development is intended to allow for the continued availability of single-story neighborhood commercial uses and combined residential and commercial uses.

A major portion of the proposed commercial acreage will accommodate citywide rather than local needs. However, convenience retail and service commercial should be provided in residential neighborhoods. Commercial acreages proposed by the Plan are based on projected demand rather than the quantitative standards used in other parts of the City, in view of the unique potential of Westlake as a location for headquarters offices and regionwide services.

As the street system is inadequate to accommodate the automobile traffic anticipated to be generated, both within and through the Community, the development of the high intensity activities of the Center should be (a) phased with substantial improvements in the intra-city public transportation available in the area, and/or (b) designed to emphasize service or employment for local residents.

The environment of the commercial areas should be planned to satisfy the physical and psychological needs of employees, shoppers and visitors. Elevated pedestrian walks above street level should be constructed to link commercial facilities, in order to facilitate traffic flow and improve pedestrian safety and convenience. Adequate parking shall be provided for all types of retail and office commercial development. All parking areas adjacent to residential lands shall be appropriately buffered by a wall and/or landscaped setback.

Features:

Approximately 861 acres of commercial land are proposed by the Plan. Highway Oriented commercial uses will occupy 461 acres, including local shopping facilities and supplementary commercial establishments serving the intensely developed office area.

Regional and Community commercial development will occur in the Westlake Center from Downtown to Wilshire Center. It will include insurance, medical, industrial and real estate offices. Of this, 138 acres will be in Regional commercial along Wilshire Boulevard, and 240 acres in Community commercial along Sixth and Seventh Streets, and along Boylston Street north to Second Street. A total of approximately 17.5 million square feet of office floor space is anticipated by 1990.

As envisioned by the Plan, the Westlake Center will be a combination of commercial, residential educational and entertainment activities. The Westlake Center Schematic Plan was created to illustrate the opportunities, to reflect and direct the changes, and to clarify the form and intensity of structures proposed for the Westlake Center. Significant overlap of these activities should take place to provide for a dynamic and viable Center.

High rise apartments, hotels and motels will be located in the Center. The Plan encourages mixed and functionally integrated commercial and residential uses within the Center.

Pedestrian walks above street level are planned to be constructed to link high intensity commercial facilities. Parking garages are to be provided at the peripheries of major commercial areas.

The Plan proposes that the quantity of strip commercial zoning on streets outside of the Center be reduced by redesignating underutilized and unneeded commercial zoned for multiple residential uses, and in certain instances restricted industrial uses (e.g., warehouses, small service shops, parts assembly plants) compatible with the surrounding area. However, the commercial frontages of Beverly Boulevard and Olympic Boulevard serve metropolitan area functions and should be preserved. Other commercial areas along arterial streets are retained for local neighborhood shopping and services, with an increased depth to accommodate off-street parking.

The Plan encourages the implementation of its social and economic programs through available regulatory procedures. Two ways in which such procedures could be used to further these ends are:

- (1) reducing parking requirements for businesses or industries that provide employment for or serve the shopping or service needs of primarily local residents.
- (2) By encouraging mixed and functionally integrated residential and commercial development in commercial areas.

Housing

Standards and Criteria:

Housing development shall be sequenced and timed so as to provide a workable, efficient and adequate balance between land use, circulation and service facilities at all times.

Apartments should be soundproofed, and be supplemented with adequate open space and recreational areas. In housing for the elderly, provision should be made for passive recreation facilities, health and medical services, and other special features, such as ramps in addition to stairs and adequate resting areas.

Housing developments devoted exclusively to the elderly are encouraged to take advantage of the reduced parking requirements provided for by the Municipal Code.

Low-Medium and Medium density developments should be planned with an emphasis on privacy of living and safety.

The following table indicates residential density categories:

Residential Categories	Dwelling Units Per Gross Acre	Life Style
Low-Medium	7+ to 24	Oriented to families
Medium	24+ to 40	Low rise apartments, oriented to families and individuals
High-Medium	40+ to 60	Commercial areas, oriented mostly to adults
High	60+ to 80	Commercial areas, oriented mostly to adults

Features:

Westlake will provide housing for many of the employees of Downtown and Wilshire Center. Most of these people will be housed in High, High-Medium, and Medium density housing. It is expected that more than 80,500 people will reside in Westlake by 1990, with approximately 7,600 persons occupying Low-Medium density housing such as townhouses and about 72,900 persons occupying Medium and High density residential units. Due to the central location of the community, high land costs and the established trend of apartment development, new single-family housing is not considered to be economically feasible.

Due to the fact that Westlake has a high proportion of elderly people, the Plan proposes that concentrated efforts be made to develop new senior citizen housing and extended care facilities. Primary areas for the development of housing for the elderly are in the areas immediately surrounding MacArthur and Lafayette Parks. In these areas special improvements to buildings catering to the elderly should be encouraged: ramps in addition to stairs, special pedestrian ways with landscaped resting areas, and special plumbing and handrails for individuals who are handicapped or partially disabled. It is necessary that rent subsidies, special zoning provisions and visual and physical amenities be included in a program to develop the urban environment for the elderly.

Single-family housing, townhouses and Medium density apartments should be encouraged to provide for families with children in the community.

Development of low and moderate income housing, low-rent public housing, interest supplements on rental and coopera-

tive housing mortgages, and interest supplements on home mortgages are appropriate programs to be incorporated into the Westlake Community.

Rehabilitation and continued residential use of multiple residential buildings is encouraged where appropriate, especially for the use of senior citizens and low income persons, regardless of the general land use designation of the area in which they are located.

In order to promote private rehabilitation and improvement of residential properties, groups of parcels which have been combined into larger development packages may be considered for a higher density, not to exceed the average density of the next higher density category indicated on the Plan Map. Properties to be considered for such higher densities should contain at least the entire frontage of a block on one street.

RESIDENTIAL CAPACITIES TABLE

Residential Categories	Gross Acres*	Persons/Acre	Population Capacity
Low-Medium	144	47.6	6,820
Medium	290	68.6	19,910
High-Medium	404	120.0	48,440
High	65	160.0	10,510
TOTAL	903		85,680

*Gross acreage includes streets

Comparative population and residential capacity figures are:

Population - 1970	70,381
Zoning Capacity - 1970	187,400
Projected Population - 1990	80,500
Proposed Plan Capacity	85,680

Industry

Standards and Criteria:

The industrial uses proposed for Westlake shall be of a low noise, non-noxious nature. Heavy industry is deemed inappropriate in the community. Parking for industrial lands should be provided at a ratio of not less than one parking space for each employee on the main shift. In general, parking areas should be located at the peripheries of industrial sites to serve as buffers and should be separated from adjacent private and public uses by a wall and/or landscaped setback.

Features:

The Plan designates approximately 121 acres of industrial land. Most of this is located along Pico, Venice and Washington Boulevards. It is intended for limited types of industry free of nuisances. The Plan suggests the further intensification of the printing industry in the industrial area adjacent to the Harbor Freeway.

CIRCULATION

As many of the problems of the Westlake Community are directly related to automobile traffic with both origin and destination located outside of the community, the Plan encourages citywide as well as local solutions to traffic problems.

Standards and Criteria:

Highways and Local Streets shall be developed in accordance with standards contained in the Highways and Freeways and the Standard Street Dimensions technical elements of the General Plan. Standards for public transportation facilities will become applicable as citywide public transportation elements are adopted.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. The Plan designates two additional north-south highways: the Hoover Street-Commonwealth Avenue-Virgil Avenue Major and the Rampart Boulevard-Benton Way Secondary.

Additionally, Collector Streets are designed to collect and distribute traffic to and from highways, and to serve intra-community traffic.

At such time as the east-west connection of 11th Street between Lake Street and Hoover Street is completed, the connection of 11th Street between Park View Street and Hoover Street should be vacated and closed to through traffic.

The Plan features a major route of a regional Rapid Transit system within Wilshire Boulevard. A local auxiliary transit system will link the high and medium intensity commercial areas and also connect them with residential concentrations and peripheral parking garages. The latter system will link with the primary mass transit stations on Wilshire Boulevard at Witmer Street and between MacArthur and Lafayette Parks.

Bus service over surface streets must be continued and expanded, both within Westlake and connecting with adjacent communities. Bus movement on major surface streets and freeways should utilize preferential or exclusive lanes, where appropriate.

Carpooling should be encouraged as a means of providing access to Westlake while decreasing the adverse environmental impact of this mode. Parking facilities should be encouraged to provide reduced rates and preferential locations for higher occupancy private automobiles.

Provision should be made for the movement of bicycles within Westlake as part of a citywide bikeway system. Placement of bike racks should be encouraged at appropriate locations in Westlake for use by bicycle riding residents, employees and business patrons.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan should be developed in accordance with citywide standards for need, site area, design and location, as expressed in the Service-Systems Element of the General Plan. New standards for public facilities will become applicable as additional technical elements are adopted.

Features:

The public facilities shown on the Plan Map are consistent with the Service-Systems Element of the Los Angeles General Plan.

No additional schools are needed; however, expansions or additions and modernization of several schools are proposed. The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after-hour recreational use.

The Plan features an expanded recreation center, with increased services for the elderly in MacArthur Park. Services should include a "stay-well" clinic, a recruitment office for volunteers

and paid aides, and social and recreational programs. This facility should serve as a clearing house for information, services and aid under combined City-County-State-Federal auspices. It could also serve as a headquarters for smaller neighborhood facilities.

The Plan proposes to expand youth facilities and programs by the development of two youth centers, one north of Third Street and one in the Pico-Union area, specializing in social and recreational programs to meet the needs of teenagers and offering programs appropriate to their particular cultural and ethnic backgrounds; and two swimming pools.

In the family oriented housing areas youth and family recreational facilities should be established. Their activities would include expanded programs which would involve the entire family in social, educational and recreational activities. Since this is an inner-city area, mini-parks on the neighborhood level will be encouraged. Child care centers in these areas are also suggested.

Several additional Neighborhood parks are proposed, without an intent to designate or acquire any specific private properties for said purpose. It is suggested that "mini-parks", one acre or less in size, be provided at locations where the need is most acute and property values prohibit purchase of large parcels. The Plan encourages the use of tax deeded lots, excess fragments of public land, transportation and utility rights-of-way, and unneeded street areas for use as open space, park land and transitional buffering areas.

PROGRAMS

These Programs establish a framework for guiding the development of the Westlake Community in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The following actions will require the use of a variety of implementation tools.

PUBLIC IMPROVEMENTS

Circulation

To improve local traffic circulation, relieve congestion and provide mobility for all citizens in Westlake, it is proposed to:

- Continue development of the highway and street system in conformance with the City's Five Year Capital Program.
- Cooperate with the State to work toward improved access to the Freeways, particularly the Harbor Freeway.
- Coordinate the planning and development of an effective public transportation system, including Rapid Transit.

Recreation and Parks

Expansion and improvement of Neighborhood and Community parks should be accelerated. Development of "mini-parks" in lieu of standard-size Neighborhood parks is proposed.

Housing

The Plan recommends the establishment of a City Housing Coordinator. This office would gather and coordinate information, and give advice and technical assistance to facilitate and expedite new housing construction, including low and moderate income rental units. An important aspect

of this job would be to coordinate the activities of federal and local agencies and citizen groups in providing relocation housing for persons displaced by new development.

Every effort should be made to rehouse displaced persons within Westlake. Inasmuch as many of the 1970 residents of the community are not affluent, immediate efforts should be aimed at assistance in the preservation and rehabilitation of housing and the construction of new low and moderate income housing.

The Plan encourages the use of federal programs to subsidize the construction of low and moderate cost housing for the elderly.

Other Public Facilities

The development of public facilities, such as schools, libraries and fire stations, should be scheduled to provide a balance between land use and public services at all times. Modernization of schools of all levels and elimination of double sessions are recommended.

PRIVATE PARTICIPATION

The following actions for community improvements are recommended to be undertaken by interested citizen and business groups and government agencies:

- Enhance the employment opportunities of all residents by:
- Attracting into designated industrial and commercial areas new businesses which are committed to employing community residents.
- Improving job training opportunities and encouraging the participation of business and industry in job training and development programs.
- Improving information services and the ability of community residents to reach jobs.
- Developing community-wide day care centers.
- Sponsor clean-up and paint-up programs to improve the appearance of the community.
- Promote tree planting programs for streets, parkways and parking lots in commercial areas.

LEGISLATIVE PROVISIONS

Studies should be undertaken to determine if amendments to the Municipal Code or other legislation of the following types are appropriate or necessary to the implementation of this Plan:

Townhouse Zoning: Attached single-family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium density residential areas.

Design Controls: Requirements that all new and rebuilt public and private facilities observe improved and proper site design standards.

Signs: Strengthening of billboard and other commercial sign controls.

Buffer Strip Zoning: Separation of incompatible uses (particularly residential from industrial and freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking or other supplemental purposes.

Vertical Zoning: Provision for residential use of the upper floors of high-rise structures, or other appropriate combinations of uses.

Incentive Zoning: Incentives to private developers to provide various desired types of development for senior citizens.

ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan.

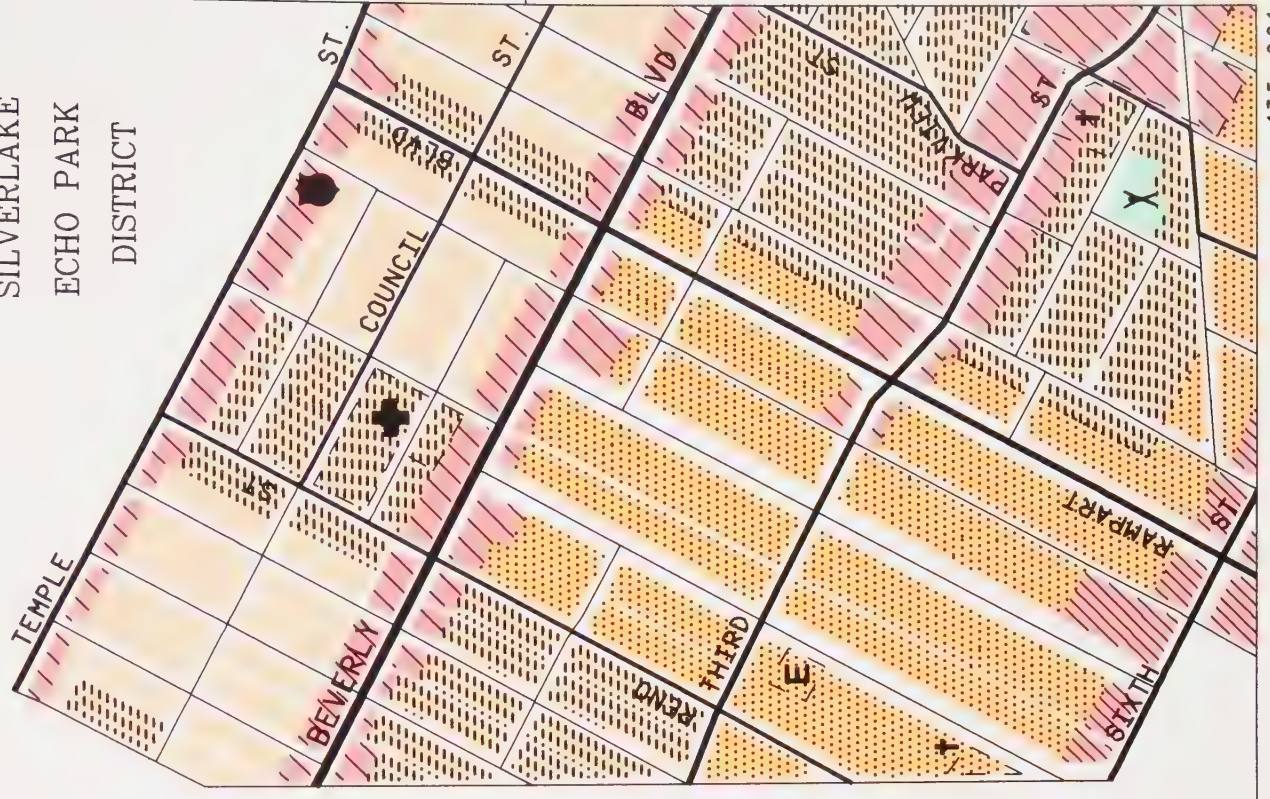
Commercial and multiple residential areas proposed by the Plan will be considered for rezoning to the designated uses upon application by the property owner under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code. Since the Plan shows land uses projected as much as 20 years into the future, it designates more land for various uses than may be justified or desirable for many years. Therefore, zoning for commercial and multiple residential developments will be granted only as a proven need arises, and be phased so the density of development will be kept in balance with the availability of street capacity and service systems.

SPECIFIC PLAN STUDIES

- A. The area bounded by the Harbor Freeway, the Hollywood Freeway, Glendale Boulevard, Lucas Avenue, and a southern boundary lying between Second Street and Third Street (excluding that area lying east of the center line of the extension of Boylston Street south of Second Street) exhibits problems of blighted housing, overcrowding, low incomes and a high crime rate. A rehabilitation program, a Specific Plan and/or redevelopment project may be appropriate. Such a program should make provision for low and moderate income housing.
- B. The Plan should take into account the problem of further deterioration of the residential character of the community as well as other possible adverse effects which could result from the construction of any parking facilities. A Specific Plan should be considered as one means of appropriately controlling any such facilities.



SILVERLAKE
ECHO PARK
DISTRICT

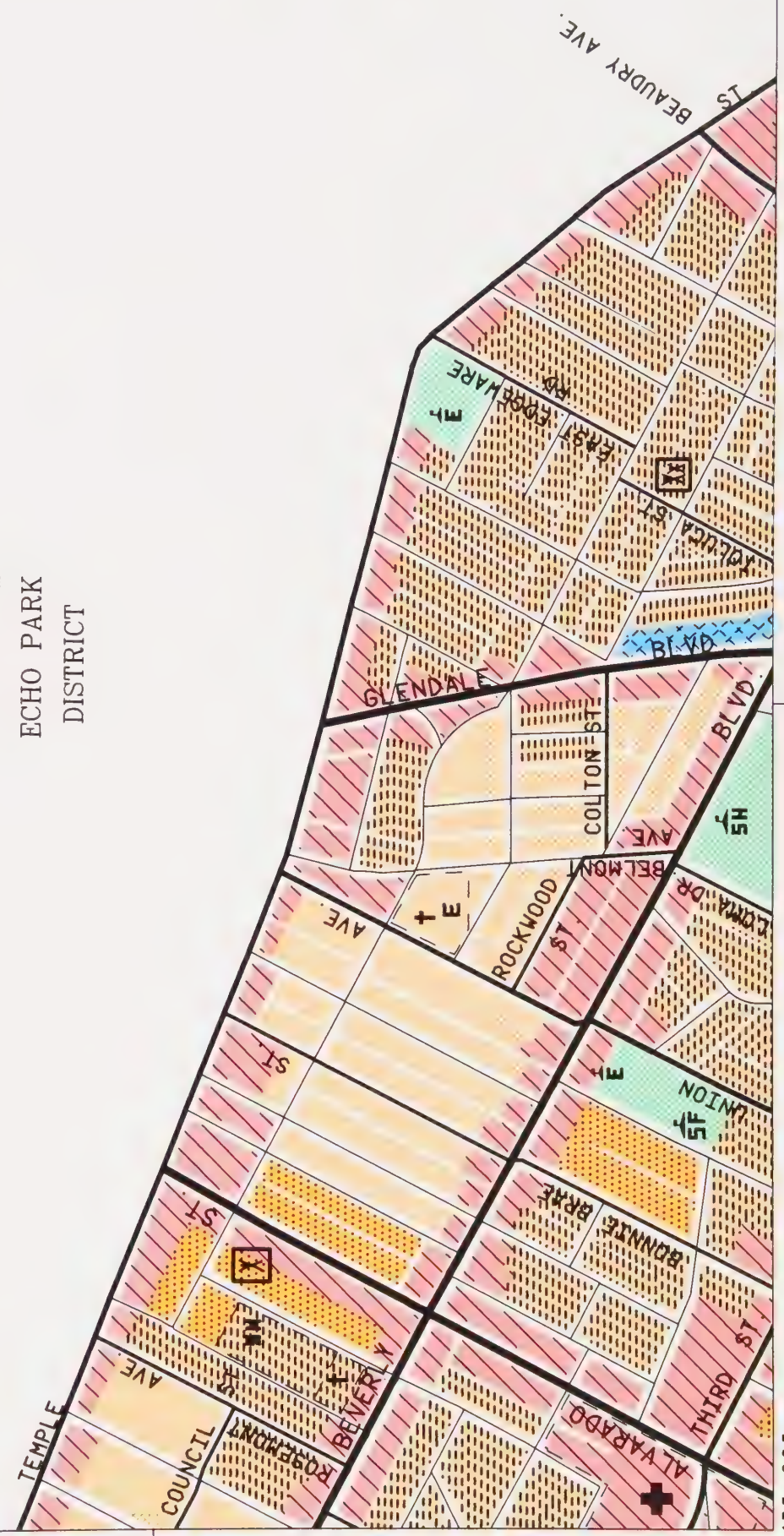


WILSHIRE
DISTRICT

SEE MAP 135P205

SILVERLAKE
ECHO PARK
DISTRICT

SEE MAP 135P197

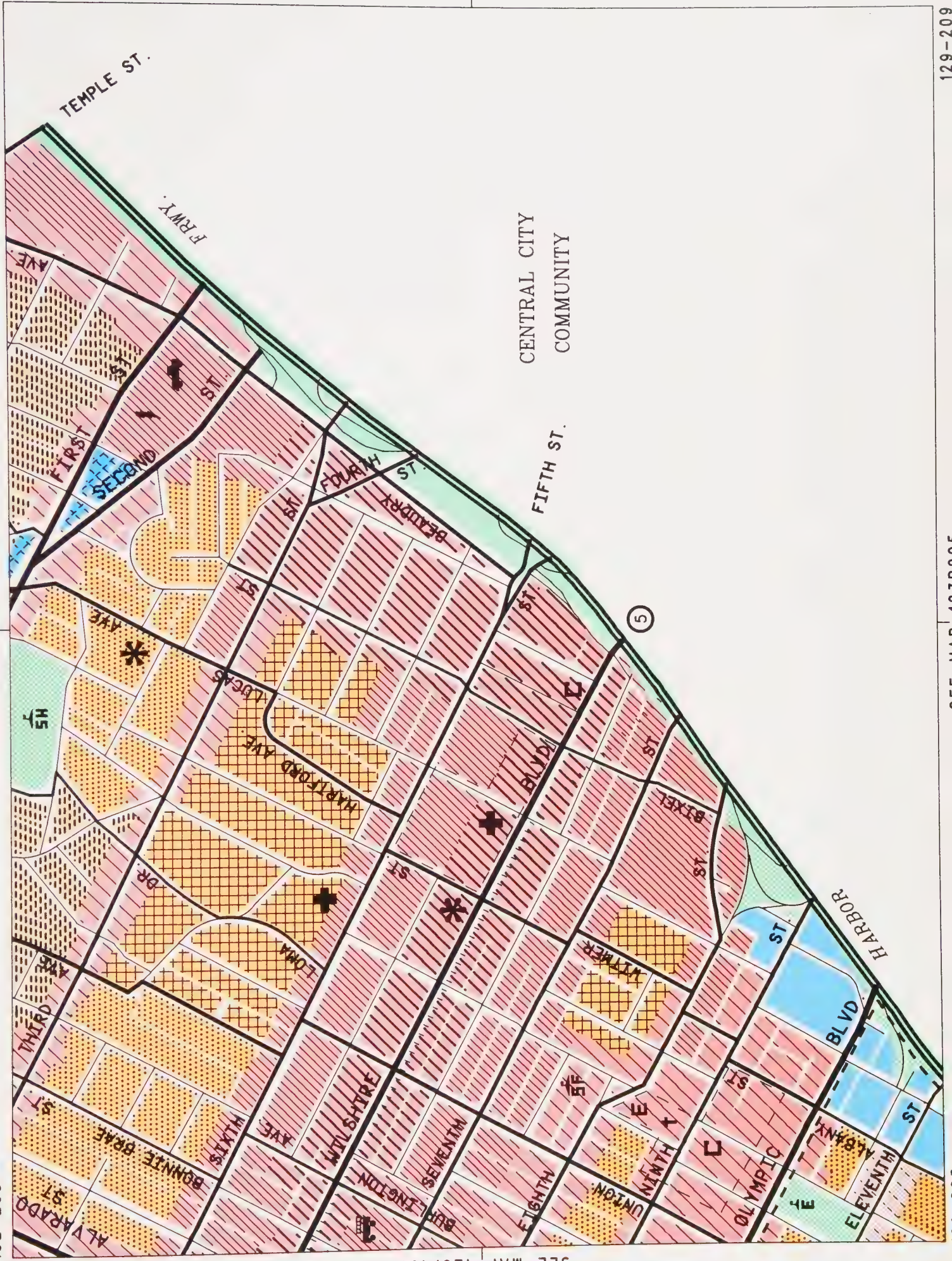


WILSHIRE
DISTRICT

SOUTH CENTRAL
DISTRICT



SEE MAP 129P205

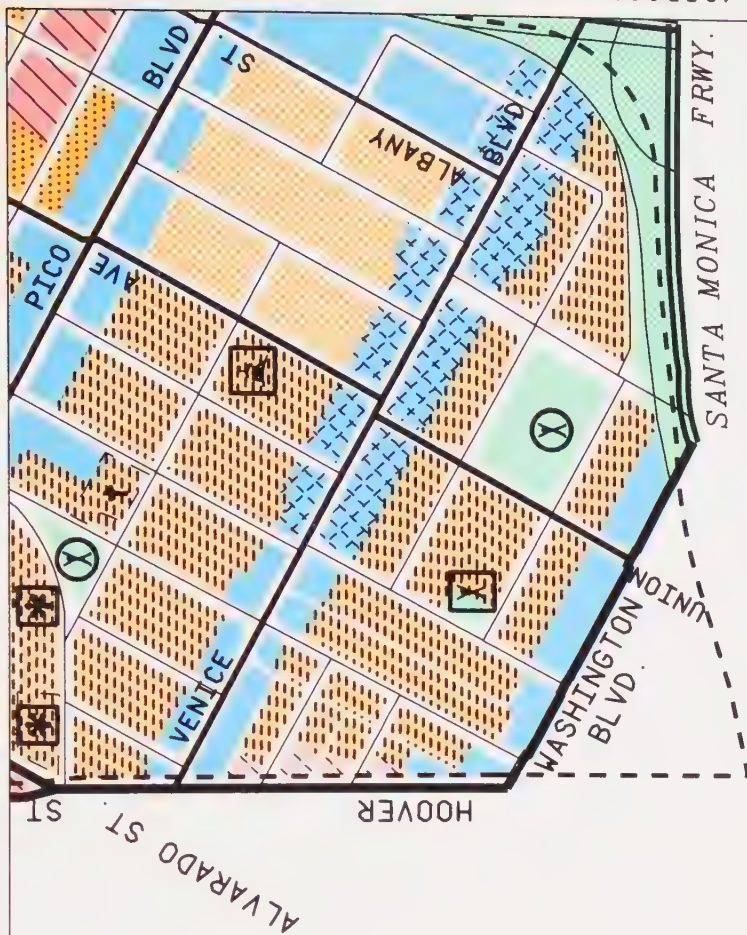


CENTRAL CITY
COMMUNITY

123P197

SEE MAP 129P197

126-201



SOUTH CENTRAL
DISTRICT

SEE MAP 123P205

123P205

SEE MAP 129P205

126-205



CENTRAL CITY
COMMUNITY

SEE MAP 123P197





123-205

FOOTNOTES

1. Height District No. 1
2. Height District No. 2
3. Gross Acreage includes streets.
4. Boxed face symbol denotes the general location of a proposed facility. Circled symbol indicates need for expansion of public facility. These symbols do not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and service radius standards contained in the individual facility plans comprising the Service System Element of the General Plan.
5. Rapid Transit District Route Study.
6. Includes associated parking.
7. Local streets are shown for reference only.
8. When the use of property designated as "open space" (e.g. recreation, environmental protection, public school site) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
9. For the area bounded by the Harbor Freeway, Olympic Boulevard, Union Avenue, and the Hollywood Freeway, a geographic specific plan shall be prepared which includes land use, circulation, housing, employment, urban design, landscaping, open space, and child care facilities. Until said specific plan is adopted, a project approval process shall be established which will provide for discretionary review of any project.
10. Pico-Union Neighborhood Development Program Project:
 - (1) East of Union between Olympic & Venice. East of Burlington between Venice & Washington - Pilot Study Area 1.
 - (2) West of Union between Olympic & Venice. West of Burlington between Venice & Washington - Pilot Study Area 2.

LAND USE





RESIDENTIAL

	LOW MEDIUM ¹
	MEDIUM ¹
	HIGH MEDIUM ¹
	HIGH ²

CORRESPONDING ZONES

RD1.5,2,3,4,5 RU,RZ2.5,3,4,5
R3
R4
R5


COMMERCIAL ⁶

	LIMITED ¹
	HIGHWAY ¹ ORIENTED
	COMMUNITY ²
	REGIONAL ² CENTER

CORRESPONDING ZONES

C1,CR,P
C2,C1,CR,P
C4,C2,C1 CR,P,PB
C4,C2,P,PB

INDUSTRIAL ⁶

	COMMERCIAL ¹ MANUFACTURING
	LIMITED ¹







CM,P

M1,MR1,P

OPEN SPACE,PUBLIC/
QUASI-PUBLIC

	OPEN SPACE ⁸
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CIRCULATION




	Freeway
	Major Highway
	Secondary Highway
	Collector Street
	Local Street ⁷
	Rapid Transit Line ⁵

SPECIAL BOUNDARY

	Redevelopment ¹⁰ Project Area
---	---

SERVICE SYSTEMS

SCHOOL SITES









	Elementary
	Senior High
	Special School Facility

RECREATIONAL SITES




	Neighborhood Park
	Community Park

SERVICE SYSTEM ⁴

OTHER FACILITIES

	Police Station
	Fire Station
	Fire Training Site
	Power Distribution Station
	Maintenance Yard
	Health Facility
	Cultural & Historical Site
	Post Office

NOTES:

	Proposed Facility
	Proposed Expansion
	Quasi-Public

SUMMARY OF LAND USE

LAND USE	Density	Dwelling Units ³ Per Gross Acre	Corresponding Zones					
Residential	Low Medium ¹	7+ to 24	RD5, RD4, RD3 RD2,RD1.5, RU RZ2.5,RZ3,RZ4 RZ5	Low Medium Density Residential				
				Total Acres		144		
				% of Total Area		7.1		
				Dwelling Unit Capacity		3, 453		
				Population Capacity		6, 820		
	Medium ¹	24+ to 40	R3	Medium to High Density Residential				
	High Medium ¹	40+ to 60	R4	Total Acres		759		
	High ²	60+	R5	% of Total Area		37.3		
				Dwelling Unit Capacity		41, 630		
				Population Capacity		78, 860		
				Total Residential				
				Total Acres		903		
				% of Total Area		44.4		
				Dwelling Unit Capacity		45, 083		
				Population Capacity		85, 680		
Commercial and Parking ⁶	Limited ¹		CR, C1, P	Acres		22		
				% of Total Area		1.1		
	Highway Oriented ¹		CR, C1, C2, P	Acres		461		
				% of Total Area		22.7		
	Community ²		CR, C4, C2, P, PB	Acres		240		
				% of Total Area		11.8		
	Regional ²		C4, C2, P, PB	Acres		138		
				% of Total Area		6.8		
					Total Commercial-Parking			
					Total Acres		861	
				% of Total Area		42.3		
Industrial ⁶ and Parking	Commercial Manufacturing ¹		CM, P	Acres		87		
				% of Total Area		4.3		
	Limited ¹		M1, MR1, P	Acres		34		
				% of Total Area		1.7		
					Total Industrial Parking			
					Total Acres		121	
					% of Total Area		5.9	
Open Space, Public, Quasi-Public Open Space ⁸				Total Open Space				
				Acres		150		
				% of Total Area		7.4		
				TOTAL ACRES		2, 035		

CENTRAL CITY WEST SPECIFIC PLAN

A portion of the Westlake and Silverlake-Echo Park Plans

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CENTRAL CITY WEST SPECIFIC PLAN
Ordinance No. 166,703
Effective April 3, 1991

Amended by Ordinance No. 167,944
Effective June 29, 1992

SUMMARY OF PROVISIONS

The general intent of the Central City West Specific Plan is to promote an orderly and balanced community providing jobs, housing and other amenities for its residents while protecting the historic and unique character of its neighborhoods.

Designation of Subareas and Districts

The Specific Plan is divided into three Subareas and six Districts. The three Subareas are:

Northern - bounded by the Harbor Freeway on the east, the Hollywood Freeway to the north, Glendale Boulevard to the west and First Street to the south.

Central - bounded by the Harbor Freeway to the east, First Street to the north, Witmer Street to the west and Sixth Street to the south.

South - bounded by the Harbor Freeway on the east; Sixth Street to the north; Union Avenue, Seventh Street, Witmer Street and Columbia Avenue forming the western boundary; and Olympic Boulevard to the south.

The six Districts are:

Temple/Beaudry Neighborhood District - the same boundaries as the Northern subarea.

First/Second Street District - bounded by the Harbor Freeway to the east, First Street to the north and Second Street forming a diagonal southern border.

Witmer/Lucas Residential District - bounded by Lucas Avenue on the east, Beverly Boulevard to the north, Witmer Street to the west and Sixth Street to the south.

Crown Hill District - bounded by the Harbor Freeway to the east, Second Street to the north, Lucas Avenue on the west and Sixth Street to the south.

Wilshire Corridor District - bounded by the Harbor Freeway on the east, Sixth Street to the north, Union Avenue to the west and Seventh Street to the south.

Eighth/Ninth Street District - bounded by the Harbor Freeway to the east; Seventh Street on the north; Witmer Street, Eighth Street, Columbia Avenue on the west; and Olympic Boulevard to the south.

CW Zone Regulations

The CW Zone is divided into 10 Land Use Categories:

R4(CW) - Multiple Residential. Use and area regulations are the same as the R4 Zone of the LAMC, which permits a density of 400 - 800 square feet of lot area per dwelling unit; hotels, motels and apartment hotels are permitted in areas specified.

R5(CW) - Multiple Residential. Use and area regulations are the same as the R5 Zone of the LAMC, which permits a density of 200 - 400 square feet of lot area per dwelling unit; hotels, motels and apartment hotels are permitted in areas specified.

RC4(CW) - Residential/Commercial Mixed Use. Uses are the same as the R4 and C2 Zones of the LAMC except hotels shall not be permitted. Any Project shall be Mixed Use with commercial uses on the Ground Floor. The floor area ratio for commercial use varies depending on the District.

RC5(CW) - Residential/Commercial Mixed Use. Uses are the same as the R5 and C2 Zones of the LAMC including hotels. Any Project shall be Mixed Use. The floor area ratio for commercial use varies depending on the District.

The Mixed Use residential/commercial zones contain a ratio for maximum commercial Base Permitted Floor Area. This ratio is the amount of floor area that can be used for commercial purposes to the total permitted site floor area. The remainder of the floor area not used for commercial purposes shall be devoted exclusively to residential uses.

C1(CW) - Limited Commercial. Use and area regulations are the same as the C1 Zone of the LAMC. Hotels and motels are prohibited.

C2(CW) - Commercial. Use and area regulations are the same as the C2 Zone of the LAMC.

C4(CW) - Commercial. Use and area regulations are the same as the C4 Zone of the LAMC.

CM(CW) - Commercial/Manufacturing. Use and area regulations are the same as the CM Zone of the LAMC.

OS(CW) - Open Space. Permitted uses are parks and recreation facilities. A Conditional Use Permit may be granted for recreation centers (including senior citizen and community centers), golf courses, museums, aquariums, observatories, zoos, high voltage transmission lines.

PF(CW) - Public Facilities. Permitted uses include public elementary and secondary schools, fire stations, municipal government buildings, libraries, police stations, public health facilities and other similar uses as determined by the Director of Planning.

Height and Floor Area Regulations

Height and floor area regulations vary by Land Use Category and location and are indicated by Height/Floor Area Ratio District designation.

Height is further regulated by transitional height regulations, building setback and Open Space setback regulations and shade/shadow considerations.

FAR is further regulated by regulations on the transfer/increase of floor area and residential density.

Open Space and Landscape Regulations

All Projects must include Open Space on the Project lot or lots. Any commercial Project on a lot or lots with a lot line coterminus with a scenic highway must include a Plaza with an area equal to approximately 20% of the buildable area of the lot. All multiple residential Projects must include a minimum of 150 square feet of Open Space on-site for each dwelling unit constructed. Open Space Setbacks are also required for commercial uses with the amount of setback varying depending on the street on which the lot fronts. The Director of Planning may approve the averaging of the Open Space Setback requirement on a lot or lots greater than five acres in area. The Central City West Specific Plan contains an Appendix with Urban Design Guidelines for Open Space and landscape requirements.

Transportation Impact Mitigation Fees

All commercial and industrial Projects within the Specific Plan Area are required to pay a Transportation Impact Mitigation Fee for the purpose of funding transportation improvements. These improvements range from the expansion of rights-of-way and construction of freeway interchanges to the installation of traffic signals and the purchasing of commuter buses. The fees are calculated by the Department of Transportation and 10% of the total fee is paid at the time of Project plan review; the remainder is paid just prior to the issuance of a building permit. Neighborhood Retail/Service uses up to 40,000 sq. ft., child care facilities and non-profit hospital space are exempt from the fee.

Housing Requirements

All commercial, industrial and the non-residential portion of Mixed-Use Projects shall pay a Central City West Housing Linkage Fee. This linkage fee shall be in lieu of any citywide housing linkage fee adopted by the City. The linkage fee is charged on a per square foot of floor area basis. The Project Applicant is required to pay a 10% deposit at the time of Project plan review application. This fee is calculated by the Department of City Planning. The remainder of the fee will be collected by the Department of Building and Safety at the time of issuance of a building permit. The Specific Plan also requires the replacement of dwelling units when demolition of units are involved. The replacement units are to be reserved for Low and Very Low Income level tenants. Replacement and linkage fee dwelling units required will be made available to eligible persons or households based on priority, with those being displaced given the highest priority.

Child Care Facility Requirements

All commercial, industrial and Mixed-Use Projects which total 40,000 square feet or more of non-residential floor area shall include floor area for child care facility or facilities. The amount of floor area for a child care facility is based on the total square footage of the Project. In addition to the floor area requirements contained for a child care facility, there shall be a minimum of 75 square feet of on-site outdoor play area per child-care slot.

Transfer and/or Increase of Floor Area and Residential Density

Owners of a lot or lots who provide a Public Benefit Resource, such as a park, recreational facility or historic preservation, may be permitted to Transfer floor area or residential density to a Receiver Site. The amount of floor area transferred is based on the type of benefit provided. The eligible Receiver Site must be within the same Subarea as the Donor Site and the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site. The amount of floor area or density transferred on the Receiver Site shall not exceed 125% of the Base Permitted Floor Area. The City Planning Commission has the authority to approve the Transfer of floor area or residential density.

Resource Conservation/Utilities Requirements

Owners of commercial, industrial and the non-residential portion of Mixed Use Projects consisting of 100,000 square feet or more of floor area are required to implement recycling and water conservation programs. All new Projects regardless of size will be required to install underground utility lines. If underground service is not currently available, then provisions shall be made for future underground service, as determined by the Department of Water and Power.

Sign Regulations

No permits for exterior signs shall be issued without a Project plan review approval. The Project plan review process shall consider the type, area, height, shape and projection of the proposed sign.

The following signs are prohibited:

1. Roof signs.
2. Monument and pole signs.
3. Off-site commercial signs.
4. Signs having flashing, mechanical, strobe or blinking lights or moving parts.
5. Mural signs.
6. Projecting signs, except that pedestrian signs shall be permitted.
7. Building/business identification signs except on buildings over 75 feet, subject to Director of Planning approval.

The Specific Plan restricts the number of signs to no more than one wall sign or awning sign for each Premise, with exceptions depending on location and access. Signs are

also restricted as to their size in square feet, height and projection. Exceptions to the regulations exist for certain types of signs. In no case shall a sign be permitted that would not otherwise be permitted by the LAMC.

Phase of Development

The total approved permitted floor area for all commercial, industrial and non-residential components of Mixed Use Projects cannot exceed certain maximum cumulative square footages by Phase of Development, unless specified transportation improvements are constructed. A minimum number of replacement and/or linkage fee dwelling units are also required for the first three phases.

	Max. Sq. Ft. Commercial	Min. No. of Dwelling Units
Phase I	6.25 million	667
Phase II	12.50 million	667
Phase III	18.75 million	666
Phase IV	23.50 million	---

Project Plan Review

No grading permit, foundation permit, building permit, sign permit or use of land permit shall be issued for any Project in the Central City West Specific Plan area unless a Project plan review approval has first been obtained. The Project plan review application shall be filed with the Department of City Planning on prescribed forms and reviewed by appropriate city personnel.

The Director of Planning or the Director's designee(s), or the City Planning Commission or City Council on appeal, have the authority to approve, conditionally approve or deny a Project plan review application. The decision-maker may modify the Project if deemed necessary to implement the Specific Plan and mitigate expected impacts.

The Director of Planning cannot approve or conditionally approve a Project plan review request unless the Director either approves a proposed Negative Declaration or Mitigated Negative Declaration or certifies completion of an Environmental Impact Report. The Project plan review requirements satisfy the Site Plan Review Ordinance, thereby eliminating the need for a separate review. A Project plan approval shall become null and void if a building permit is not issued for the Project within two years of the date of Project plan approval.

090CCW1(9-13-94)

Part 2

CENTRAL CITY WEST SPECIFIC PLAN

Ordinance No. 166,703

Effective April 3, 1991

Amended by Ordinance No. 167,944

Effective June 29, 1992

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090CCW1 (102194)

CENTRAL CITY WEST SPECIFIC PLAN
Ordinance No. 166,703
Effective April 3, 1991

Amended by Ordinance No. 167,944
Effective June 29, 1992

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				R4(CW)	6F1
				R5(CW)	6F2
				RC4(CW)	6F3
				RC5(CW)	6F4
				C1(CW)	6F5
				C2(CW)	6F6
				C4(CW)	6F7
				CM(CW)	6F8
				OS(CW)	6F9
				PF(CW)	6F10
			Use Limitations	Conditional Use for excess parking.	6G
Prohibition	Project Plan Review - Grading, foundation building, sign or use requires project plan review. Development agreement must comply with Phases of Development provisions.	5A		Sidewalk cafes within public rights- of-way with minimum width and Open Space Setback.	
	Phases of Development - Development to not exceed floor area by Phase of Development until transportation improvements are con- structed and Low and Very Low Income Dwelling Units are assured for first three Phases.	5B	Building Limitations	Base Permitted Floor Area, Additional Permitted Floor Area, Floor Area Ratio Averaging, Base Permitted Residential Density, and Additional Permitted Residential Density.	6H
	Maximum SOV, street system carrying capacity increases and freeway and transit system improvements by Phase of Development.		Transfer/ Increase of Floor Area and Residen- tial Density	Historic Resources - Structures designated in Appendix A and Map 6.	7A
Land Use	Designation of Subareas and Districts	6A		Eligible Transfers - Floor area and density transfers from Eligible Receiver Sites to Donor Sites	7B-F
	Land Use Categories	6B	Urban Design	Building Height limitation by location.	8A
	Height/Floor Area Ratio Districts	6C		Building Stepbacks of 10 feet for building exceeding 45 feet in height.	8B1
	Oil Drilling Districts	6D		Building Stepback approval by Director of Planning on lot greater than five acres.	8B2
Permitted Uses	R4(CW) and R5(CW) - Hotels permitted only as indicated.	6F			
	R4C(CW) and R5C(CW) - Mixed use with C2 uses; and hotels only in R5C(CW).				

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
	Open Space Setbacks for commercial uses on designated streets.	8C	Housing	Required Housing in Mixed Use Overlay Areas of one dwelling unit for every 1800 sq. ft. of non-residential floor area.	11A
	Open Space/Landscaping for commercial, industrial and mixed use to include Open Space (commercial on a lot of 1 acre to include a Plaza.)	8D		Housing Linkage Fee for in-lieu dwelling units for commercial, industrial or non-residential portion of Mixed Use Projects.	11B
	Open Space/Landscaping for multiple-family residential to include 150 square feet of Open Space for each dwelling unit and conform to Urban Design Guidelines.			Replacement Dwelling Units	11C
	Park Lands and Recreational Facilities to be acquired per Map 7.	8E		Commercial and industrial projects to replace Low and Very Low Income Dwelling Units demolished since February 24, 1984.	11C1
Transportation	Public Street Improvements per Section 12.37 of the LAMC and the Specific Plan.	9A		Residential and Mixed Use Projects to replace Low and Very Low Income Dwelling Units, or designate 15% of units as Low Income Dwelling Units. Multiple-family residential projects with more than 10 dwelling units may pay an in lieu fee. Multiple-family residential projects with 10 or fewer dwelling units are exempt. Ministerial 15% Municipal Density Bonus is available in lieu of State density bonus.	11C2
	Individual Project Mitigation Measures as required by a Traffic Assessment or a Traffic Study.	9B			
	Transportation Impact Mitigation Fee.	9C			
	Transportation Improvements required with each Phase of Development.	9D			
	Transportation Demand Management Plan and annual status report required.	9E		Relief from Replacement Dwelling Unit Requirement may be granted by City Council when units demolished under Earthquake Hazard Ordinance.	11C3
	Trip Reduction Credit for Child Care Facility of 0.3 Trips for each full-time child.	9F		Dwelling Unit Mix/Size for replacement dwelling units, linkage fee dwelling units and required Low Income dwelling units two bedrooms or larger.	11D
Off-Street Automobile Parking	Office Use - 1.5 to 1.7 spaces per 1000 sq. ft. (HOV and off-site spaces required)	10A		Dwelling Unit Rents and occupancy for Low and Very Low Income Dwelling Units (Deed restriction required)	11E
	All Other Uses - Per Section 12.21 A 4 of the LAMC.	10E			

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Child Care Facility	Dwelling Unit Priority for submitting jobs-housing linkage plan. Notice of availability required.	11F	Underground Utilities	Number of signs - No more than one wall or awning sign or pedestrian or window sign.	14C
	Replacement units are to be constructed in Primary Placement Area except that 50% of units may be in the Secondary Placement Area when authorized by Planning Commission.	11G		Sign area regulations	14D
	Enforcement is by Housing Department.	11H		Height limited to 20 feet.	14E
	Required for 40,000 sq. ft. or more of non-residential floor area.	12A		Projection of signs - Wall signs not more than 18 inches; Pedestrian Signs, 30 inches	14F
	Outdoor Play Area of 75 sq. ft. per child required.	12B		Exceptions	14G
	Location of Child Care - Facility required on-site for projects less than 500,000 sq. ft. Portion of requirement may be provided off-site within one-half mile radius for larger projects.	12C		New utility lines installed underground or assured for future.	15
	Child/Care Facilities maybe combined for two or more projects.	12D		Departments of Planning, Housing and Transportation maintain records on Permitted Floor Area, dwelling units constructed and demolished, and transportation information, by Phase of Development.	16
	Reserved Affordable Child Care Slots of 30% to be reserved for Low or Very Low Income households.	12E		Department of City Planning prepares annual report on Phases of Development and Planning Commission certifies compliance.	
	Enforcement is by City Child Care Coordinator. Annual report required of owners.	12F			
			090CCW1 (9-21-94)		
Resource Conservation	Recycling program and conservation required for commercial, industrial and mixed use projects consisting of 100,000 sq. ft. or more of non-residential floor area.	13			
Signs	Prohibited signs include roof signs, off-site commercial signs, monument signs, pole signs and projecting signs.	14A			
	Permitted signs	14B			

CENTRAL CITY WEST SPECIFIC PLAN**Ordinance No. 166,703****Effective April 3, 1991****Amended by Ordinance No. 167,944****Effective June 29, 1992****TABLE OF CONTENTS**

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090CCW4(9-21-94)

CENTRAL CITY WEST SPECIFIC PLAN
Ordinance No. 166,703
Effective April 3, 1991

Amended by Ordinance No. 167,944
Effective June 29, 1992

An ordinance to establish the Central City West Specific Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF THE SPECIFIC PLAN. The City Council hereby establishes the Central City West Specific Plan applicable to that area of the City of Los Angeles shown within the heavy dashed lines on Map No. 1.

Section 2. PURPOSES. This Specific Plan is intended to:

- A. Implement the goals and policies of the Westlake Community Plan and the Silver Lake-Echo Park Community Plan;
 - B. Establish a complete 24-hour community for all segments of the population, with jobs and housing, needed public facilities, recreation/entertainment and amenities, open spaces and pedestrian oriented places;
 - C. Regulate all development, including use, location, height and density to assure compatibility of uses, and to provide for the consideration of transportation and public facilities, aesthetics, historic preservation, open space and the economic and social well-being of area residents;
 - D. Protect the existing residential community from further displacement, replace dwelling units previously removed from the Specific Plan area, and provide new housing in proportion to the need, by household size and income, associated with the existing community and new jobs generated in the Plan area;
 - E. Ensure that affordable dwelling units are provided through the establishment of a Housing Linkage Fee, and through the requirement that all new commercial, industrial and mixed use Projects replace affordable dwelling units demolished;
 - F. Ensure that commercial, industrial and mixed use Projects mitigate the impact of their development on the supply of affordable housing stock through the payment of a Housing Linkage Fee and/or the construction of affordable housing within the areas designated by this Specific Plan;
 - G. Provide for an improved jobs/housing ratio over that which would otherwise have occurred, through the requirement that housing be constructed commensurate with commercial Projects;
 - H. Create new mixed use residential/commercial land use categories, in order to locate housing closer to jobs, reduce vehicle miles travelled and improve air quality;
 - I. Provide a comprehensive program of transportation regulations, measures and improvements to ensure that transportation access to the Specific Plan area is adequate to support the level of development permitted by the Plan, as well as to contribute to regional transportation solutions;
 - J. Ensure that commercial, industrial and mixed use Projects contribute to the cost of providing necessary transportation improvements through the establishment of a Transportation Impact Mitigation Fee;
 - K. Phase commercial Projects over the 20-year life of this Specific Plan, such that the total amount of permitted commercial square footage of Projects per phase is conditioned upon the implementation of transportation infrastructure improvements, together with the development of adequate housing units and publicly-accessible open spaces;
 - L. Regulate the number of Single Occupant Vehicle trips to and from the Specific Plan area over time, in order to promote carpooling, van pooling and mass transit usage;
 - M. Provide for adequate day-care/child care facilities;
 - N. Promote resource conservation through the establishment of a mandatory solid waste recycling program and the incorporation of water conservation measures;
 - O. Provide for an expanded and enhanced relationship to the Central Business District and the greater downtown area;
 - P. Promote increased flexibility in the design of large sites in order to ensure a well-planned combination of commercial and residential uses with adequate open space;
 - Q. Encourage the preservation of historic resources, the creation of cultural facilities and services, and the creation of open spaces;
 - R. Provide for more flexibility and precision in the regulation of the height and bulk of buildings.
- Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.**
- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, except as specifically provided for herein.

- B. Wherever this Specific Plan contains provisions which require greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, or other greater restrictions or limitations on development; or less restrictive setbacks, less restrictive uses or less restrictive parking requirements than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS. Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03 or LAMC Article 1, Chapter 9, if defined therein.

Applicant. Any person, as defined in LAMC Section 11.01, submitting an application for a Project plan review for a Project.

City Building Cost Index. An index for the Los Angeles Metropolitan Area, published by Marshall and Swift, which documents the rate of inflation in building construction costs. If for any reason this Index ceases to be published, then a similar building cost index will be utilized, as determined by the Department of Transportation.

Community Facilities District (CFD). A public-facility improvement district created pursuant to the State Mello-Roos Community Facilities Act of 1982.

Covenant. A written document executed by all fee owners of the lot(s) on which a Project will be located regarding the use and conditions of approval for development of one or more of the lots, as approved by the Director of Planning. The Covenant shall be recorded in the Los Angeles County Recorder's Office.

Density Bonus, Municipal. The ministerial granting, pursuant to Section 11 C 2 f of this Specific Plan, of an increase of 15% over the otherwise maximum allowable residential density of a Project under this Specific Plan.

Directory Sign. A wall or monument sign which lists the names of businesses or non-commercial uses in the Specific Plan area.

Donor Site. A lot or lots on which a Public Benefit Resource is or will be located.

Dwelling Unit, Low Income. A dwelling unit which is rented or sold to and occupied by persons or families whose annual

income does not exceed 80% of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.

Dwelling Unit, Very Low Income. A dwelling unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 50% of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median annual income shall be as determined and published periodically by the Federal Department of Housing and Urban Development.

Floor Area Ratio (FAR). A coefficient, as specified on Map Nos. 2, 3 and 4 of this Specific Plan, which is multiplied by the buildable area of a lot to determine the total Base Permitted Floor Area of all buildings on a lot.

Ground Floor. The lowest level within a building which: (1) is accessible to the street; (2) has a floor level within three feet above or below curb level; (3) has frontage and is primarily facing any public street; and (4) is at least 50 feet in depth or the total depth of the building, whichever is less.

Historic Resource. A building or structure designated as a historic resource in Section 7 and in Appendix A of this Specific Plan.

Mixed Use. Any Project which combines a commercial use with a residential use, either in the same building or in separate buildings on the same lot or lots.

Neighborhood Retail. The retail sale of goods used by local residents and local employees on a regular basis, or the location providing the goods, including: art supplies; athletic/sporting goods; bakery; books or cards; bicycle sales and repairs; clock or watch sales and/or repair; computer sales and repair; drug store; fabrics or dry goods; florist; food/grocery store, including supermarket, produce, cheese and meat market and delicatessen; hardware; household goods and small appliances; infant and children's clothing; newsstand; photographic equipment and repair; stationary; toys; and other similar retail uses as determined by the Director of Planning.

Neighborhood Service. A service used by local residents and local employees on a regular basis, including: barber shop or beauty parlor; child care facility; club, lodge, bridge club or religious association; copying; custom shirt or dressmaking; dry cleaning; bank; credit union; laundry or self-service laundromat; locksmith; optician; photographer; shoe repair; tailor; restaurant; motion picture theater and live stage performance theater; and other similar services as determined by the Director of Planning.

Open Space. An unobstructed area on a Project lot or lots which is designed and intended to be used for outdoor recreational purposes. Open space shall be in addition to setbacks for yards required by Article 2 of the LAMC.

Open Space, Common. Open Space within a multiple residential Project which is accessible to all the residents in the Project.

Open Space, Private. Open Space within a multiple residential Project which is accessible only to residents of individual units and their guests.

Open Space Setback. An unobstructed, unoccupied, and landscaped or paved area between the main building and a lot line, extending the full length of the lot line, the depth of which is the minimum horizontal distance between the lot line and a line parallel thereto on the lot. For purposes of this Specific Plan, the area devoted to Open Space Setbacks shall be included in the calculation of the buildable area of a lot.

Park Planned Areas. Those areas shown on Map No. 7 of this Specific Plan within which public park or recreation facility benefits are planned to be provided.

Pedestrian Sign. A sign which is attached to a wall or to the underside of an awning or marquee with one or two sign faces perpendicular to the face of the building and which identifies a use or service exclusively or primarily by symbol.

Permitted Floor Area, Additional. Floor area in excess of the Base Permitted Floor Area allowed on Receiver Sites, consistent with Section 7 of this Specific Plan.

Permitted Floor Area, Approved. Commercial and/or industrial use floor area of a Project which has been granted a project permit pursuant to the Central City West Interim Control Ordinance (Ordinance No. 163,094 or 165,404) or a Project plan review approval pursuant to Section 17 of this Specific Plan.

Permitted Floor Area, Base. The Floor Area Ratio permitted on a lot in the Specific Plan area, as shown on Map Nos. 2, 3 and 4 of this Specific Plan, prior to the Transfer of floor area pursuant to Section 7 of this Specific Plan.

Permitted Floor Area, Unused. The square footage remaining after subtracting the actual floor area contained within all existing buildings on a Donor Site from the Base Permitted Floor Area on the Donor Site, prior to any Transfer of the floor area.

Permitted Residential Density, Additional. Dwelling units in excess of the Base Permitted Residential Density allowed on Receiver Sites, consistent with Section 7 of this Specific Plan.

Permitted Residential Density, Base. The number of dwelling units permitted on a lot or lots pursuant to Section 6 E of this Specific Plan.

Permitted Residential Density, Unused. The number of dwelling units remaining after subtracting the number of actual dwelling units existing on the Donor Site from the Base Permitted Residential Density on the Donor Site, prior to any Transfer of the residential density.

Phases of Development. A schedule of development for Projects in the Specific Plan area which limits development by correlating incremental increases in the Approved Permitted Floor Area of all non-residential Projects with the construction of transportation improvements and Low and Very Low Income Dwelling Units.

Plaza. Privately owned and maintained Open Space, 10,000 square feet or more in area, which is accessible to the public, and in which limited commercial uses may be permitted as determined appropriate for the lot or lots by the Director of Planning at the time of Project plan review. Such commercial uses are intended to provide limited use of the Open Space area and amenities for pedestrians, and may include vendors, outdoor eating areas, push carts, street stages, works of art, display facilities and other similar uses as determined by the Director of Planning.

Premise. A building or portion thereof used as a location for a single business.

Project. The construction, erection, addition to or alteration of any building or structure, or a use of land or change of use on a lot located in whole or in part within the Specific Plan area, which requires the issuance of a grading permit, foundation permit, building permit, sign permit or use of land permit after the effective date of this Specific Plan. A Project does not include remodeling of a building which does not increase the number of Trips, as determined in writing by the Department of Transportation, or does not increase the floor area.

Public Benefit Resource. Land dedicated for public park or recreation facility purposes, the preservation and rehabilitation of a designated Historic Resource, or property dedicated for the purpose of realigning a public street, pursuant to Section 7 of this Specific Plan.

Receiver Site. A lot or lots located within the same Specific Plan Subarea as a Donor Site, and which is therefore eligible to receive floor area or residential density from a Donor Site, pursuant to Section 7 of this Specific Plan. A Receiver Site shall not include a lot in the PF(CW) Category nor a lot on which a Historic Resource is located.

Significant Transportation Impact. The transportation impact of a Project, measured as an increase in the volume/capacity (V/C) ratio at an intersection as determined by the Department of Transportation.

A transportation impact on an intersection shall be deemed "significant" in accordance with the following table:

Significant Transportation Impact

Project-Related Increase in V/C	Final V/C*
equal to or greater than 0.04	0.00 - 0.79
equal to or greater than 0.02	0.80 - 0.89
equal to or greater than 0.01	0.90 or greater

*Final V/C shall mean the V/C ratio at an intersection considering total projected traffic volumes, without proposed traffic impact mitigation.

Traffic Assessment. A written determination by the Department of Transportation of the projected traffic impacts resulting from a Project, considering the number of Project-generated Trips, ambient traffic growth, related developments and current levels of service at neighboring intersections.

Traffic Study. A written analysis prepared by a Project Applicant and approved by the City Department of Transportation which addresses: (1) the consistency of the proposed Project with the transportation and circulation provisions of this Specific Plan, including parking ratios, dedication of streets, street vacations and street alignments; (2) the Central City West Transportation Fee calculations and guarantee of payment of the fees; and (3) the Project vehicular circulation and driveway plans.

Transfer. The conveyance of floor area or residential density from a Donor Site to a Receiver Site, which is approved in accordance with the requirements of Section 7 of this Specific Plan.

Transfer Plan. A written plan prepared by the Project Applicant and approved by the City Planning Commission which identifies and describes the Donor Site, Receiver Site(s), amount of floor area or residential density to be transferred, Public Resource Benefit(s) to be provided and the proposed conditions of approval.

Trip. An arrival at or a departure from a Project during the p.m. peak-hour by a motor vehicle. The number of trips generated by a Project shall be calculated using the Trip Table in Appendix B of this Specific Plan.

Unified Development. A Project which: (1) is a combination of functional linkages, such as pedestrian or vehicular connections; (2) incorporates common architectural and landscape features which constitute distinctive design elements of the Project; (3) is composed of two or more contiguous parcels or lots of record separated only by a street or alley; and (4) when the Project is viewed from adjoining streets, appears to be a consolidated whole.

Section 5. PROHIBITION.

A. Project Plan Review Requirement.

1. No grading permit, foundation permit, building permit, sign permit or use of land permit shall be issued for any Project on any lot located in whole or in part within this Specific Plan area, unless a

Project plan review approval has first been obtained pursuant to Section 17 of this Specific Plan.

2. No Project plan review approval pursuant to Section 17 of this Specific Plan shall be issued for a commercial, industrial or the non-residential component of a Mixed Use Project if that Project's floor area would exceed the total Approved Permitted Floor Area for each Phase of Development specified in Subsection B 1 of this Section, unless the requirements of Subsections B 2, 3, 4 and 5 of this Section are met.
3. No development agreement for a Project shall be adopted and no floor area associated with a Project for which a development agreement is proposed shall be granted Project plan review approval pursuant to Section 17 of this Specific Plan unless the development agreement complies with the requirements of the Phases of Development specified in Subsection B of this Section.
4. **Exceptions.**
 - a. The prohibition specified in Subdivision 1 of this Subsection shall not apply to any residential Project consisting of ten (10) or fewer dwelling units.
 - b. The prohibition specified in Subdivision 1 of this Subsection shall not apply to any Project for which a project permit was approved pursuant to Ordinance No. 165,404 or 163,094 prior to the effective date of this Specific Plan, provided the Project complies with all the conditions imposed by the project permit.
 - c. The prohibition specified in Subdivision 2 of this Subsection shall not apply to any commercial, industrial or Mixed Use Project which exceeds the maximum total Approved Permitted Floor Area for each Phase of Development as specified in Subsection B of this Section, provided the Project does not exceed a Floor Area Ratio of 0.5 to 1, or 40,000 square feet of floor area, whichever is less.

B. Requirements of the Phases of Development.

1. **Maximum Total Approved Permitted Floor Area.** The maximum total Approved Permitted Floor Area for all commercial, industrial and non-residential components of Mixed Use Projects shall not exceed the following maximum cumulative square footage of floor area, by Phase of Development:

Phase 1 - 6.25 million square feet;
Phase 2 - 12.50 million square feet;
Phase 3 - 18.75 million square feet;
Phase 4 - 23.50 million square feet.

2. **Minimum Number of Low and/or Very Low Income Dwelling Units.** No Project plan review approval pursuant to Section 17 of this Specific Plan shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above, unless the following minimum number of Low and/or Very Low Income Dwelling Units have been assured by Phase of Development:

Phase 1 - 667 dwelling units;
Phase 2 - 667 dwelling units;
Phase 3 - 666 dwelling units.

Assurance shall mean that money has been allocated for the entire projected cost of land acquisition and dwelling unit construction to the satisfaction of the Housing Department (formerly Housing Preservation and Production Department).

3. **Maximum Permitted Single Occupant Vehicle Trips.**
- a. During Phase 1 of the Phases of Development specified above, no Project plan review approval pursuant to Section 17 of this Specific Plan shall be issued for a Project consisting of 100,000 square feet or more of non-residential floor area unless the Project owner(s) ensures that no more than 50% of the employees of the Project will commute to or from the Project by Single Occupant Vehicle (SOV) Trips.
 - b. During Phases 2, 3 and 4 of the Phases of Development specified above, no Project plan review approval shall be issued for a Project consisting of 100,000 square feet or more of non-residential floor area unless the Project owner(s) ensures that no more than 45% of the employees of the Project will commute to or from the Project by SOV Trips.
4. **Required Street System Carrying Capacity Increases.** No Project plan review approval shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above unless the required street system screenline carrying capacity increases specified in Section 9 D 2 of this Specific Plan are met.
5. **Required Freeway and Transit System Improvements.** No Project plan review approval shall be issued for a Project which exceeds the total Approved Permitted Floor Area of any phase set forth in the Phases of Development specified above unless the improvements to the freeway and transit system listed in Appendix C for that Phase of Development have been assured to the satisfaction of the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement(s).

- C. **Demolition Permit for Residential Buildings.** No demolition permit for any building or structure used for residential purposes within the Specific Plan area shall be issued until: (1) the Housing Department has determined, in writing, the number of Low and/or Very Low Income Dwelling Units or guest rooms, if any, contained in the building or structure; and (2) the owner of the building or structure has executed an acknowledgement of the replacement housing requirement in Section 11 C of this Specific Plan, if applicable, to the satisfaction of the Housing Department. The acknowledgement shall be recorded with the County Recorder and submitted to the Housing Department and the Department of Building and Safety.

Section 6. LAND USE.

- A. **Designation of Subareas and Districts.** The Specific Plan area is divided into three Subareas and six Districts, as shown on Map Nos. 2, 3, and 4. The Subareas are designated as the Northern, Central and Southern Subareas, respectively. The Districts are designated as the Temple/Beaudry Neighborhood District, the First/Second Street District, the Crown Hill District, the Witmer/Lucas Residential District, the Wilshire Corridor District and the Eighth/Ninth Street District, respectively.
- B. **Land Use Categories.**
- 1. In order to regulate the use of property as provided for in this Specific Plan, the CW Zone as set forth in Section 12.04 of the Los Angeles Municipal Code is divided into 10 Land Use Categories to be known as: (1) R4(CW) Multiple Residential Category; (2) R5(CW) Multiple Residential Category; (3) RC4(CW) Multiple Residential/Commercial Category; (4) RC5(CW) Multiple Residential/Commercial Category; (5) C1(CW) Limited Commercial Category; (6) C2(CW) Commercial Category; (7) C4(CW) Commercial Category; (8) CM(CW) Commercial Manufacturing Category; (9) OS(CW) Open Space Category; and (10) PF(CW) Public Facilities Category.
 - 2. These Land Use Category symbols and the boundaries of each Category are shown on Map Nos. 2, 3, and 4.
- C. **Height/Floor Area Ratio Districts.** In order to regulate more adequately and restrict the height and floor area of buildings and structures, each lot within the Specific Plan area includes a Height/Floor Area Ratio (Height/FAR) District designation. These Height/FAR Districts and the boundaries thereof are shown on Map Nos. 2, 3, and 4 by a combination of Land Use Category symbols and Height/FAR District number markings, e.g., R4(CW)-75/3, C2(CW)-U/6, C1(CW)-75/1.5, etc. The Height/FAR District is shown immediately following the dash after the Land Use Category symbol, in the form of numbers or letters separated by a diagonal line. The first number indicates the maximum height in feet permitted in a building. The letter "U" in the first

position indicates that the maximum permitted height is as specified in Section 8 A of this Specific Plan. The second number, which may include decimal fractions, indicates the Floor Area Ratio.

- D. **Oil Drilling Districts.** Certain portions of the Specific Plan area are also designated and classified as being in the "O" Oil Drilling District. The regulations and restrictions of Article 3, Chapter 1 of the LAMC shall apply to all land so designated and classified, and the classification is indicated on Map Nos. 2 and 3 with a combination of symbols, e.g., R4(CW)-45/3-O, C2(CW)-U/4.5-O, etc.
- E. **Maps.** The provisions of this Section shall apply to the areas shown within heavy black lines on Map Nos. 2, 3 and 4.
- F. **Permitted Uses.**

- 1. **R4(CW) Multiple Dwelling Category.** The use and area regulations of the R4 Zone, as specified in Section 12.11 of the LAMC, shall apply to all lots in the R4(CW) Category within the Specific Plan area. Hotels, motels and apartment hotels in the R4(CW) Category shall be permitted only within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3. Floor area associated with a hotel use in the R4(CW) Category within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.
- 2. **R5(CW) Multiple Dwelling Category.** The use and area regulations of the R5 Zone, as specified in Section 12.12 of the LAMC, shall apply to all lots in the R5(CW) Category within the Specific Plan area. Hotels, motels and apartment hotels in the R5(CW) Category shall be permitted only within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3. Floor area associated with a hotel use in the R5(CW) Category within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.
- 3. **RC4(CW) Residential/Commercial Mixed Use Category.** The following regulations shall apply to all lots in the RC4(CW) Category, as shown on Map Nos. 2 and 3:

a. **Use.**

- 1) Any use permitted in the R4 and C2 Zones as set forth in Sections 12.11 and 12.14 of the LAMC shall be permitted, provided that

all activities, including storage, are conducted wholly within an enclosed building. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building.

- 2) Any Project constructed on a lot within the RC4(CW) Category shall be Mixed Use. Commercial uses shall comply with the maximum Base Permitted Floor Area provisions set forth in Paragraph "c" of this Subdivision.
- 3) Notwithstanding the provisions of Section 12.11 A 4 of the LAMC to the contrary, hotels shall not be permitted in the RC4(CW) Category.

b. **Area Regulations.**

1) **Residential Use.**

- a) The yard requirements of the R4 Zone, as specified in Section 12.11 of the LAMC, shall be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
- b) The lot area regulations of the R4 Zone, as specified in Section 12.11 of the LAMC, shall apply to all portions of buildings erected and used for residential purposes.

- 2) **Commercial Use.** The yard and area regulations of the C2 Zone, as specified in Section 12.14 of the LAMC, shall apply to all portions of buildings erected and used for commercial purposes.

c. **Maximum Commercial Base Permitted Floor Area.**

1) **Temple/Beaudry Neighborhood District.**

- a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category located along the south side of Temple Street in the Temple/Beaudry Neighborhood District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

- b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category located along the east side of Glendale Boulevard and along the north side of First Street in the Temple/Beaudry District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 1.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- 2) **Witmer/Lucas Residential District.** The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC4(CW) Category in the Witmer/Lucas District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- d. **Additional Regulations.** All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the R4 and C2 Zones, shall apply to the RC4(CW) Category.
- 4. **RC5(CW) Residential/Commercial Mixed Use Category.** The following regulations shall apply to all lots in the RC5(CW) Category, as shown on Map Nos. 2 and 3:
 - a. **Use.**
 - 1) Any use permitted in the R5 and C2 Zones as set forth in Sections 12.12 and 12.14 of the LAMC shall be permitted, provided that all activities, including storage, are conducted wholly within an enclosed building. However, outdoor merchandise displays during sidewalk sales, outdoor eating areas and newsstands may be conducted other than within a wholly-enclosed building.
 - 2) Any Project constructed on a lot within the RC5(CW) Category shall be Mixed Use. Commercial uses shall comply with the maximum Base Permitted Floor Area provisions set forth in Paragraph "c" of this Subdivision.
 - 3) Notwithstanding the provisions of Section 12.12 of the LAMC to the contrary, hotels shall be permitted within the RC5(CW) Category. Floor area associated with a hotel use in the RC5(CW) Category within the areas bounded by the heavy dashed

lines shown on Map Nos. 2 and 3 shall be counted as residential density for the purposes of this Specific Plan, but shall comply with all other commercial Project requirements of this Specific Plan. The minimum lot area per guest room shall be 200 square feet.

b. **Area Regulations.**

1) **Residential Use.**

- a) The yard requirements of the R5 Zone, as specified in Section 12.12 of the LAMC, shall be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
- b) The lot area regulations of the R5 Zone, as specified in Section 12.12 of the LAMC, shall apply to all portions of buildings erected and used for residential purposes.

- 2) **Commercial Use.** The yard and area regulations of the C2 Zone, as specified in Section 12.14 of the LAMC, shall apply to all portions of buildings erected and used for commercial purposes.

c. **Maximum Commercial Base Permitted Floor Area.**

1) **Temple/Beaudry Neighborhood District.**

The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category in the Temple/ Beaudry District, as shown on Map No. 2, shall not exceed a Floor Area Ratio of 3.0 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

2) **Crown Hill District.**

- a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located in the area bounded by Boylston Street, Miramar Street, Bixel Street and the east-west alley north of Huntley Drive in the Crown Hill District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 4.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.

- b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located north of Third Street in the Crown Hill District, as shown on Map No. 3, except within the area described in Paragraph "a)" of this Subdivision, shall not exceed a Floor Area Ratio of 3.0 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
 - c) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located south of Third Street in the Crown Hill District, as shown on Map No. 3, shall not exceed a Floor Area Ratio of 0.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- 3) **Eighth/Ninth Street District.**
 - a) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located north of Ninth Street in the Eighth/Ninth Street District, as shown on Map No. 4, shall not exceed a Floor Area Ratio of 4.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
 - b) The total floor area of all portions of buildings erected and used for commercial purposes on a lot within the RC5(CW) Category located south of Ninth Street within the Eighth/Ninth Street District, as shown on Map No. 4, shall not exceed a Floor Area Ratio of 1.5 to 1. The remainder of the Base Permitted Floor Area on a lot, or any portion thereof, shall be devoted exclusively to residential uses.
- 4) **Additional Regulations.** All additional regulations of Chapter 1 of the LAMC, as amended, which are applicable to the R5 and C2 Zones, shall apply to the RC5(CW) Category.
- 5. **C1(CW) Limited Commercial Category.** The use and area regulations of the C1 Zone, as specified in Section 12.13 of the LAMC, shall apply to all lots in the C1(CW) Category within the Specific Plan area, except for the following:
 - a. Hotels and motels shall be prohibited.
 - b. A front yard shall only be provided and maintained at the floor level of the first story of a building used in whole or in part for residential purposes.
- 6. **C2(CW) Commercial Category.** The use and area regulations of Section 12.14 of the LAMC shall apply to all lots in the C2(CW) Category within the Specific Plan area.
- 7. **C4(CW) Commercial Category.** The use and area regulations of Section 12.16 of the LAMC shall apply to all lots in the C4(CW) Category within the Specific Plan area.
- 8. **CM(CW) Commercial Manufacturing Category.**
 - a. The use and area regulations of Section 12.17.1 of the LAMC shall apply to all lots in the CM(CW) Category within the Specific Plan area.
 - b. The following conditions shall apply to all lots in the CM(CW) Category:
 - 1) The total floor area of all buildings erected and used for commercial manufacturing purposes shall not exceed a Floor Area Ratio of 3.0 to 1.
 - 2) If the existing commercial manufacturing uses on a lot are discontinued, the total floor area of all buildings erected and used for commercial purposes on that lot shall not exceed a Floor Area Ratio of 4.5 to 1.
- 9. **OS(CW) Open Space Category.**
 - a. **Permitted Uses.** No building, structure or land shall be used and no building or structure shall be erected, moved onto, structurally altered, enlarged or maintained on a lot or lots in the OS(CW) Category, except for the following uses: parks and recreation facilities, including bicycle paths; equestrian trails; walking trails; nature trails; park land/lawn areas; children's play areas; picnic facilities; and athletic fields (not to exceed 200 spectator seats) used for park and recreation purposes.
 - b. **Conditional Uses.** The following uses, or a change of use from any existing use to any other use, shall be permitted provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 B of the LAMC:

- 1) Recreation centers; senior citizen centers; community centers; clubhouses; community rooms; playgrounds; swimming pools; libraries; tennis courts; game courts; rest rooms; gyms and camping facilities.
- 2) Golf courses.
- 3) Museums.
- 4) Aquaria, observatories, planetaria and zoos.
- 5) High voltage transmission lines (including towers).
- 6) Any use set forth in LAMC Section 12.04.05 B 1 when located on a lot or lots on which is designated a historic or cultural landmark or Historic Resource.
- 7) Change of use from any of the uses listed above to any other use described in LAMC Section 12.04.05. B 1.

10. PF(CW) Public Facilities Category.

- a. **Permitted Uses.** No building, structure or land shall be used and no building or structure shall be erected, moved onto, structurally altered, enlarged or maintained on a lot or lots in the PF(CW) Category, except for the following primary uses:

Public elementary and secondary schools; fire stations; Federal, State, County, special district and municipal government buildings, structures, offices and services; libraries (not in parks); police stations; post offices and related facilities; public health facilities, including clinics and hospitals; and other similar uses as determined by the Director of Planning.

- b. **Conditional Uses.** The following uses, or a change of use from any existing use to any other use, shall be permitted provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 B of the LAMC:

Auditoriums; arenas; concert halls; outdoor theaters/amphitheaters; public utilities and public service uses, including freeway rights-of-way; educational institutions, including colleges and universities; a joint public/ private Project combining public facility uses with residential or commercial uses which serve the public interest by

providing a Public Benefit Resource(s) and which is in harmony with the objectives and intent of this Specific Plan.

- c. **Transfer of Base Permitted Floor Area.** The owner of a lot or lots within the PF(CW) Category shown on Map No. 5 as FAR Transfer Site shall be permitted to transfer the Floor Area Ratio amount specified on Map No. 5 to any other lot or lots within the same Specific Plan Subarea, provided the Receiver Site(s) permit(s) a commercial use, and provided a Transfer Plan, which includes Public Benefits, is approved by the City Planning Commission pursuant to Section 12.24 B of the LAMC.

d. Potential Buildable PF(CW) Category Lots.

- 1) The owner of a lot or lots within the PF(CW) Category shown on Map No. 5 as Transfer/Potential Buildable Site shall be permitted to transfer and/or develop the Floor Area Ratio amount specified on Map No. 5, provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 B of the LAMC.

- 2) The owner of a lot or lots in the PF(CW) Category shown on Map No. 5 as Transfer/Limited Buildable Site between Fourth Street and Fifth Street shall be permitted a maximum buildable Floor Area Ratio of 1.0 to 1 and a maximum transferable Floor Area Ratio of 4.0 to 1, provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 B of the LAMC and provided any Project constructed on these lots complies with the following conditions:

- a) Uses shall be restricted to museum(s), kiosks and/or restaurants.

- b) The maximum height of any building or structure shall not exceed 30 feet above the curb level of the public street providing the main access to the lot or lots. The total area of the building footprint of all buildings or structures shall not exceed 50% of the buildable area of the lot or lots. The remaining lot area shall be used and maintained as a Plaza or as landscaped Open Space.

- e. **Findings.** In granting a conditional use approval for the Transfer of Base Permitted Floor Area or the development of potential buildable sites within the PF(CW) Category shown on Map No. 5, the City Planning

Commission shall make the following findings in addition to those specified in Section 12.24 B:

- 1) That the public agency Applicant has entered into a cooperation agreement or other binding document with the City of Los Angeles which assures its financial and technical participation in the implementation of the transportation infrastructure improvements listed in Appendix C of the Central City West Specific Plan which are under the public agency Applicant's control and jurisdiction;
- 2) That public benefits are provided, including but not limited to the assurance of specific transportation infrastructure improvements, which are sufficient to outweigh any impairment of the public interest created by the public agency Applicant's proposed use of the land;
- 3) That development of the lot or lots will not preclude the construction of planned future transportation improvements necessary for the greater downtown area and/or planned regional transportation requirements;
- 4) That access to the lot or lots can be provided which is safe and which does not result in a Significant Transportation Impact; and
- 5) That adequate pedestrian linkages are provided to ensure and/or improve safe pedestrian access on-site and between the lot or lots and the surrounding areas.

G. Use Limitations.

1. Freestanding parking buildings or structures and parking areas which provide automobile parking spaces or parking stalls in excess of the maximum parking ratios for a specific Project, as set forth in Section 10 of this Specific Plan, or which provide parking spaces or parking stalls not required to meet the parking requirements for a specific Project shall be permitted provided a conditional use approval is granted by the City Planning Commission pursuant to Section 12.24 B of the LAMC.
2. Floor area associated with a hotel, motel or apartment hotel use shall be counted as a commercial use for the purposes of this Specific Plan, except as otherwise provided for in Subdivisions 1, 2 and 4 of Subsection F of this Section.
3. Sidewalk cafes shall be permitted within a public street right-of-way with the approval of the

Department of Public Works, within a pedestrian connection or within an Open Space Setback, provided a minimum of 10 feet of sidewalk width shall remain for pedestrian circulation on all streets and pedestrian connections, except along Bixel Street where there shall be a minimum of 15 feet of sidewalk width (including five-foot paved Open Space Setback) for pedestrian circulation if the sidewalks on Bixel Street are widened to at least 25 feet (including five-foot paved Open Space Setback).

4. All non-residential and Mixed Use Projects located on a lot for which any lot line of the lot is coterminous with the following streets shall provide a Ground Floor. The floor area on the Ground Floor shall be devoted to Neighborhood Retail and/or Neighborhood Service uses, as determined by the Director of Planning, for a minimum of 75% of the specified street frontage of the lot. This requirement shall not apply to that portion of the specified street frontage of a lot devoted to vehicular access to on-site parking or pedestrian access to on-site open space. The streets are:

- a. Temple Street
- b. Third Street
- c. Bixel Street
- d. Sixth Street
- e. Seventh Street
- f. Maryland Street

5. Notwithstanding the Land Use Category specified for a particular lot within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3, any use permitted on any lot within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 may be established on any lot therein, provided a Project plan review approval is granted by the City Planning Commission pursuant to Section 17 of this Specific Plan.

- H. Building Limitations.** The following floor area and residential density provisions shall apply to all lots located in whole or in part within the Specific Plan area:

1. Base Permitted Floor Area.

- a. The Base Permitted Floor Area on a lot within the Specific Plan area shall be as shown by the Floor Area Ratio specified on Map Nos. 2, 3, and 4.
- b. Within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3, Neighborhood Retail and/or Neighborhood Service uses, as determined by the Director of Planning, up to a maximum of 5% of the Base Permitted Floor Area on a lot, shall not count as floor area for the purpose of determining a Project's maximum Floor Area Ratio.

2. **Additional Permitted Floor Area.** The Base Permitted Floor Area on a Receiver Site may be increased to a maximum of 125% of the floor area otherwise permitted by this Specific Plan through the Transfer of Unused Permitted Floor Area from a Donor Site(s), pursuant to Section 7 of this Specific Plan.
 3. **Floor Area Ratio Averaging.** An Applicant for a Project located in whole or in part within the C(CW), CM(CW), or RC(CW) Land Use Category may be permitted to average the Floor Area Ratio of the Project, provided the Applicant complies with all provisions of LAMC Sections 12.24 B 25 or 12.24 C 58 (formerly Sections 12.24 B 1 (y) or 12.24 C 1.5 (l)), whichever is applicable.
 4. **Base Permitted Residential Density.** The Base Permitted Residential Density on a lot within the Specific Plan area shall be as shown by the Land Use Category on Map Nos. 2, 3 and 4.
 5. **Additional Permitted Residential Density.** The Base Permitted Residential Density on a Receiver Site may be increased to a maximum of 125% of the density otherwise permitted by this Specific Plan through the Transfer of Unused Permitted Residential Density from a Donor Site(s), pursuant to Section 7 of this Specific Plan.
3. Owners who dedicate a lot or lots to the City for the specific purpose of realigning a public street, as specified in Appendix C of this Specific Plan, may Transfer Unused Permitted Floor Area or Unused Residential Density equal to the area dedicated for the public street(s) which is in excess of the dedication which would have been required prior to the effective date of this Specific Plan, to an eligible Receiver Site.
 4. The owner of the PF(CW) Category lots shown on Map No. 5 of this Specific Plan as FAR Transfer Site may be permitted to Transfer the amount of floor area specified by the Floor Area Ratio shown on Map No. 5 to an eligible Receiver Site, provided the requirements of Section 6 F 10 "c" and "e" are met.
- C. **Eligible Receiver Sites.** The floor area or residential density amounts specified in Subsection B of this Section may be transferred from a Donor Site to any other lot or lots within the same Subarea, as shown on Map Nos. 2, 3 and 4 of this Specific Plan, provided the Land Use Category on the Receiver Site permits the same or less restrictive use as the Donor Site, and provided the lot or lots is/are not in the PF(CW) Category or is/are not designated a Historic Resource pursuant to Subsection A of this Section.

Section 7. TRANSFER/INCREASE OF FLOOR AREA AND RESIDENTIAL DENSITY.

- A. **Designation of Historic Resources.** The structures listed in Appendix A of this Specific Plan, located on the lot or lots shown on Map No. 6, are hereby designated as Historic Resources.
- B. **Eligible Transfers.** Owners of a lot or lots who provide one or more of the following Public Benefit Resource(s) may be permitted to Transfer floor area or residential density pursuant to the requirements of this Section:
 1. Owners who preserve and rehabilitate a designated Historic Resource as shown on Map No. 6 of this Specific Plan may Transfer up to 50% of the Base Permitted Floor Area or Base Permitted Residential Density, or Unused Permitted Floor Area or Unused Permitted Residential Density plus an additional 25% of the Unused Permitted Floor Area or Unused Permitted Residential Density amount, whichever is greater, to an eligible Receiver Site.
 2. Owners who dedicate a lot or lots to the City for public park or recreational facility purposes may Transfer Unused Permitted Floor Area or Unused Permitted Residential Density equal to the area dedicated, plus an additional 25% of the Unused Permitted Floor Area or Unused Permitted Residential Density, to an eligible Receiver Site.
- D. **Maximum Permitted Floor Area or Residential Density on a Receiver Site.** No Transfer of floor area or residential density shall result in Additional Permitted Floor Area or Additional Permitted Residential Density on a Receiver Site in excess of 125% of the Base Permitted Floor Area for that Receiver Site, as shown on Map Nos. 2, 3 and 4 of this Specific Plan.
- E. **Authority.**
 1. The City Planning Commission, or the City Council on appeal, shall have the authority to grant a Transfer of floor area or residential density.
 2. In granting a Transfer of floor area or residential density, the City Planning Commission, or the City Council on appeal, shall make the following findings:
 - a. That the Transfer of floor area or residential density is consistent with the objectives of the Specific Plan, and in conformance with the Community Plan;
 - b. That the increase in floor area or residential density on the Receiver Site is appropriate with respect to its location on the Receiver Site, the transportation network and other public improvements, and will not result in impacts greater than those specified in the Environmental Impact Report for the Specific Plan program;

c. That the increase in floor area or residential density on the Receiver Site is compatible with existing and/or proposed surrounding development; and;

d. That the Transfer of floor area or residential density serves the public interest by providing a Public Benefit Resource which mitigates the impacts on transportation, housing, open space, historic preservation or community and public facilities caused by the Project, either by itself or cumulatively with other development in the area.

F. Procedures.

1. The procedures, fees and time limits applicable to a request for Transfer of floor area or residential density shall be the same as those applicable to a Commission conditional use approval pursuant to LAMC Section 12.24 B 3.
2. The owner of a lot or lots seeking a Transfer shall file an application for approval of a Transfer Plan with the City Planning Department on a form prescribed for such purpose at the time of application for Project plan review approval. The application shall be accompanied by a proposed Transfer Plan.
3. In considering an application for approval of a Transfer Plan, the City Planning Commission and the City Council on appeal shall simultaneously consider any application for Project plan review approval for the same Project. Only the fee applicable to a Commission conditional use shall be required for joint applications.
4. The City Planning Department shall establish and maintain a record of all Transfers of floor area or residential density and of the Public Benefit Resource(s) derived from the Transfers. The records shall be transmitted annually to the City Planning Commission for its review and shall be available for public inspection.
5. Any Transfer of floor area or residential density approved pursuant to this Section shall be evidenced, prior to the issuance of a building permit, by a Covenant approved by the Director of Planning and executed and recorded by the transferor and transferee, the obligations and benefits of which run with the land and are binding on subsequent owners or assignees. The Covenant shall specify the total floor area or residential density being transferred and the remaining floor area or residential density, if any, that may be transferred from the Donor Site, and shall restrict the Base Permitted Floor Area or Base Permitted Residential Density on the Donor Site in the amount of the floor area or residential density transferred to a Receiver Site. After recordation, a copy bearing the County

Recorder's number and date shall be furnished to the Departments of City Planning and Building and Safety for their records.

Section 8. URBAN DESIGN REQUIREMENTS.

A. Building Height.

1. The maximum permitted height of a building or structure on a lot within the Specific Plan area shall be as shown by the height designations on Map Nos. 2, 3 and 4 of this Specific Plan.
2. Buildings or structures located on a lot with a "U" height designation between the centerline of the Harbor Freeway on the east and the centerline of Bixel Street on the west shall not exceed a maximum elevation of 1,268 feet above mean sea level. A licensed survey establishing mean sea level elevation shall be provided, where necessary, to ensure compliance with this Subdivision.
3. Buildings or structures located on a lot with a "U" height designation between the centerline of Bixel Street on the east and the centerline of Witmer Street/Hartford Avenue/Blaine Street on the west shall not exceed a maximum height of 1,218 feet above mean sea level. A licensed survey establishing mean sea level elevation shall be provided, where necessary, to ensure compliance with this Subdivision.
4. Buildings or structures located on a lot with a "U" height designation between the centerline of Witmer Street/Hartford Avenue/Blaine Street on the east and the centerline of Union Avenue on the west shall not exceed a maximum height of 1,168 feet above mean sea level. A licensed survey establishing mean sea level elevation shall be provided, where necessary, to ensure compliance with this Subdivision.
5. Except within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of this Specific Plan, buildings or structures located on a lot in the R5(CW), RC5(CW), C2(CW), C4(CW) or CM(CW) Land Use Category shall not cast shadows on a lot located in the R3 or R4 Zone or the R4(CW) or RC4(CW) Land Use Category for more than two (2) hours each day between the hours of 9 a.m. and 3 p.m. on the Winter Solstice, and 9 a.m. and 5 p.m. on the Summer Solstice. The Project Applicant shall submit a shade/shadow analysis to the Department of City Planning at the time of application for Project plan review.
6. No portion of a building or structure on a lot located within the following distances from a lot in the R3 or R4 Zone or from a lot in the R4(CW) or RC4(CW) Land Use Category shall exceed the height limits set forth below:

	<u>Distance</u>	<u>Maximum Height</u>
R3 lots	0 to 49 feet	45 feet
	50 to 99 feet	55 feet
	100 to 199 feet	75 feet
R4, R4(CW)	0 to 49 feet	100 feet
RC4(CW) lots	50 to 99 feet	150 feet
	100 to 199 feet	200 feet

B. Building Stepbacks.

1. If any lot line of a lot on which a commercial Project is located is coterminous with the following streets and any building on that lot exceeds a height of 45 feet, then all portions of the building which exceed 45 feet shall be set back a minimum of ten feet from the Ground Floor exterior wall of the building:
 - a. Third Street
 - b. Sixth Street
 - c. Seventh Street
 - d. Olympic Boulevard
 - e. Bixel Street, Emerald Drive to Wilshire Boulevard
 - f. Wilshire Boulevard
2. **Averaging of Building Stepbacks.**
 - a. The Director of Planning, pursuant to the Project plan review process contained in Section 17 of this Specific Plan, may approve the averaging of the building setback requirement of this Subsection for a Project located on a lot or lots greater than five acres in area.
 - b. In approving the averaging of the building setback requirement, the Director shall find that the design of the Project will enhance the pedestrian scale of buildings along pedestrian-oriented streets and mitigate the effect of tall, unarticulated building facades.

C. Open Space Setbacks.

1. Notwithstanding LAMC Section 12.21.1 B 3 and 4 to the contrary, a minimum 10-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:
 - a. Glendale Boulevard
 - b. Boylston Street, First Street to Sixth Street
 - c. Beaudry Avenue
 - d. Lucas Avenue
 - e. Witmer Avenue
 - f. Hartford Street
 - g. Blaine Street

2. Notwithstanding LAMC Section 12.21.1 B 3 and 4 to the contrary, a minimum five-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:
 - a. Wilshire Boulevard
 - b. Olympic Boulevard
 - c. Bixel Street, Second Street to Seventh Street
3. Notwithstanding LAMC Section 12.21.1 B 3 and 4 to the contrary, a minimum four-foot Open Space Setback shall be provided on all lots used for commercial purposes along any lot line which is coterminous with the following streets:
 - a. Bixel Street, First Street to Second Street
 - b. Eighth Street
 - c. Ninth Street
 - d. Fourth Street, Boylston Street to Witmer Avenue
 - e. Fifth Street, Boylston Street to Witmer Avenue
 - f. Garland Street, Seventh Street to Eighth Street
 - g. Ingraham Street
 - h. Shatto Street
 - i. Miramar Street, Boylston Street to Bixel Street
 - j. Emerald Drive
 - k. Valencia Street
 - l. Columbia Street
 - m. Victor Street
 - n. Union Avenue
 - o. Maryland Street, Bixel Street to Lucas Avenue
4. **Averaging of Open Space Setbacks.**
 - a. The Director of Planning, pursuant to the Project plan review process contained in Section 17 of this Specific Plan, may approve the averaging of the Open Space Setback requirement of this Subsection for a Project located on a lot or lots greater than five acres in area.
 - b. In approving the averaging of the Open Space Setback requirement, the Director shall find that the design of the Project will achieve greater physical and visual access to Open Space and pedestrian plazas; will increase the amount of Open Space over the minimum amount which would otherwise have been required under this Specific Plan; and will provide landscaped areas, with a coherent planting theme, which are greater than would otherwise have been required.

D. Open Space and Landscaping.

1. Commercial, Industrial and Mixed Use Projects.

- a. All commercial, industrial and Mixed Use Projects shall include Open Space on the Project lot or lots.
- b. Any commercial Project located on a lot or lots greater than one acre in area with a lot line which is coterminous with a scenic highway, as designated on the Westlake Community Plan, shall include a Plaza. The area of the Plaza shall be equal to approximately 20% of the buildable area of the lot or lots used for commercial purposes. However, for purposes of this Subdivision, the buildable area of the lot or lots shall exclude the areas devoted to Open Space Setbacks.
- c. All commercial, industrial and Mixed Use Projects shall substantially conform to the Urban Design Guidelines contained in Appendix D of this Specific Plan, as determined by the Director of Planning pursuant to Section 17 of this Specific Plan.

2. Residential Projects.

- a. All multiple-family residential Projects shall include a minimum of 150 square feet of Open Space on-site for each dwelling unit constructed.
- b. All multiple-family residential Projects shall substantially conform to the Urban Design Guidelines contained in Appendix D of this Specific Plan, as determined by the Director of Planning pursuant to Section 17 of this Specific Plan.

E. Park Lands and Recreational Facilities.

1. The Department of Recreation and Parks, utilizing Quimby fees and any other funds deposited in the Central City West Open Space Account, shall acquire additional properties, where possible, in order to provide the park land acreage totals specified within the Park Planned Areas shown on Map No. 7.
2. Whenever a publicly-owned lot or lots is utilized for public park and/or recreational facility purposes within the Specific Plan area, the Plaza requirements specified in Subsection D 1 b of this Section shall not apply to that lot or lots.

Section 9. TRANSPORTATION REQUIREMENTS.

- A. Public Street Improvements.** For the purposes of this Subsection, the regulations and procedures contained in LAMC Section 12.37 shall be followed. Notwithstanding

LAMC Section 12.37 H, the highway and street improvement standards contained in Appendix C of this Specific Plan shall be utilized, to the extent physically feasible, for any improvements of streets required in the Specific Plan area.

B. Individual Project Mitigation Measures.

1. All Project Applicants shall obtain a Traffic Assessment of the Project from the Department of Transportation. If the Department of Transportation determines, based on the Project Traffic Assessment, that there may be potentially Significant Transportation Impacts on intersections caused by the Project, then the Applicant(s) shall provide a Traffic Study for the Project. Upon receipt and review of the Traffic Study, the Department of Transportation shall require the Applicant(s), at the Applicant's expense, to:
 - a. implement traffic and parking mitigation measures for the Significant Transportation Impacts; and
 - b. implement transportation programs for impacted intersections. The Department of Transportation may impose transportation mitigation measures on each Project. If the Department of Transportation determines that the proposed mitigation measures are not adequate to mitigate the Significant Transportation Impacts of the Project, then the Department of Transportation may recommend a reduction in size or a limitation on uses to the Director of Planning, to be used in the Project plan review process pursuant to Section 17 of this Specific Plan.
2. Prior to Project plan review approval pursuant to Section 17 of this Specific Plan, the Department of Transportation shall determine in writing that the commercial, industrial and the non-residential portion of a Mixed Use Project has incorporated measures which mitigate the Significant Transportation Impacts of the Project, to the extent physically feasible.

- C. Transportation Impact Mitigation Fee.** All Applicants for a Project within the Specific Plan area shall pay a Central City West Transportation Impact Mitigation Fee (the Transportation Fee) for the purpose of funding the required transportation improvements listed in Appendix C of this Specific Plan. Implementation of a transportation improvement shall mean that the improvement has been assured to the satisfaction of the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement.

1. **Transportation Fee Calculation and Payment.**

- a. **Fee Amount.** The Transportation Fee shall be \$17,946 per additional Trip generated by a Project beyond those generated by the legally established use on the Project lot or lots on the effective date of this Specific Plan (April 3, 1991).
- b. **Annual Indexing.** In order that the Transportation Fee levied pursuant to this Section keeps pace with the cost of constructing the improvements, the fee shall be periodically increased (or decreased) as follows:

The Transportation Fee shall be revised on January 1 of each year by the Department of Transportation according to the annual percentage change in the City Building Cost Index. The revised Transportation Fee shall be published by the Department of Transportation in a newspaper of citywide circulation before January 31 of each year. If the Department of Transportation determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Transportation Fee.

c. **Cash Deposit.**

- 1) The Project Applicant(s) shall pay a cash deposit equal to 10% of the Transportation Fee, as determined by the Department of Transportation, at the time of application for Project plan review. The Department of Transportation shall collect the deposit and remit the funds to the City Treasurer for deposit in the Central City West Transportation Impact Mitigation Fund (Transportation Fund), as established by Chapter 30 of Division 5 of the Los Angeles Administrative Code.
- 2) The cash deposit shall only be refunded to the Project Applicant(s) if Project plan review is denied or if Project plan review approval becomes null and void pursuant to Section 17 E of this Specific Plan.
- 3) If a Community Facilities District (CFD) is established within the Specific Plan area,

a Project Applicant who presents proof of participation in the CFD to the satisfaction of the Department of Transportation at the time of application for Project plan review shall be exempt from payment of the cash deposit.

- d. **Balance of Transportation Fee.** The balance of the Transportation Fee, as calculated by the Department of Transportation at the time of payment, shall be due and payable and collected by the Department of Transportation prior to the issuance of a building permit and remitted by the Department of Transportation to the City Treasurer for deposit into the Transportation Fund.

2. **Exemptions.** The floor area or residential density of a Project devoted to the following uses shall be exempt from payment of the Transportation Fee:

- a. Residential use and the residential portion of Mixed Use Projects.
- b. A maximum of 40,000 square feet of Neighborhood Retail and/or Neighborhood Service use floor area per Project.
- c. The non-profit portion of hospitals.
- d. Child care facilities.

3. **In Lieu Credits.**

- a. If a Project Applicant assures the construction of all or a portion of one or more of the transportation improvements listed in Appendix C of this Specific Plan, then the Transportation Fee shall be reduced in an amount equal to the amount expended for the improvement(s), as determined and approved by the Department of Transportation. Assurance shall mean that money has been guaranteed for the entire projected cost of the improvement(s) to the satisfaction of the Department of Transportation. The Department of Transportation shall base its determination on the Transportation Fee calculation minus the cost of the improvement(s) approved by the Department of Transportation.
- b. If a CFD is established, then the Transportation Fee shall be reduced for a Project Applicant who presents proof of participation in the CFD in an amount equivalent to the amount the Project is assessed under the CFD.

D. Transportation Improvements.

1. General Requirements.

- a. The Department of Transportation shall coordinate the implementation of the transportation improvements listed in Appendix C.
- b. The Department of Transportation may recommend changing the Phase of Development of the transportation improvements specified in Appendix C of this Specific Plan, provided the change results in sufficient increases in the freeway and/or transit system carrying capacity, and provided the change is approved by the City Planning Commission.

2. Street System Capacity Improvements.

- a. The street system screenlines shown on Map No. 8 shall be utilized by the Department of Transportation to determine the required increases in the Specific Plan area street system vehicle-per-hour carrying capacity.
- b. The cumulative vehicle-per-hour carrying capacity across the street system screenlines shown on Map No. 8 shall be increased over that existing on the effective date of this Specific Plan, as set forth in the following table:

Required Screenline Capacity Increases

		Screenline Location					
Phase	NS1	NS2	NS3	NS4	EW1	EW2	EW3
1	900	2,500	0	300	1,200	950	0
2	1,000	3,100	470	1,470	2,230	1,480	0
3	1,100	3,800	1,370	2,630	3,260	2,010	350
4	1,200	4,400	2,200	3,800	4,290	2,540	950

E. Transportation Demand Management.

1. Transportation Demand Management Plan.

- a. At the time of application for Project plan review, an Applicant for a Project of 100,000 square feet or more of commercial or industrial floor area shall submit a written, preliminary Transportation Demand Management (TDM) plan to the Department of Transportation.
 - 1) The preliminary TDM plan shall address the unique characteristics of the Project, and shall incorporate measures which ensure the Project's compliance with the maximum allowable percentage of

employee SOV Trips per Phase of Development, as specified in Section 5 B 3 of this Specific Plan, and the requirements for on-site parking spaces and off-site parking spaces in intercept/remote locations specified in Section 10 A of this Specific Plan.

- 2) TDM plan measures shall include, but are not limited to, on-site facility improvements, services, parking management policies, identification of the area(s) of on-site parking that will be designated and reserved for High Occupancy Vehicles, identification of the off-site intercept/remote parking location(s), employee financial incentives, vehicle services and monitoring and reporting procedures.
- 3) The preliminary TDM plan shall provide for the hiring of one full-time, on-site Transportation Coordinator for each Project of 500,000 square feet of commercial or industrial use floor area, or for each 500,000 square-foot increment of commercial or industrial use floor area within an individual Project.
- 4) After written acceptance of the required preliminary TDM plan by the Department of Transportation and prior to the issuance of a building permit, the Project owner(s) shall execute and record a Covenant which guarantees the preparation, implementation and continued maintenance of a final, Department of Transportation-approved TDM plan. The Covenant shall run with the land and shall be binding on future owners, successors, heirs and assigns. The Covenant shall be approved by the Department of Transportation and a certified recorded copy delivered to the Department of Transportation.
- 5) The Project owner(s) shall submit a final TDM plan to the Department of Transportation no later than 60 days prior to the application for any certificate of occupancy for the Project.
- b. All owners of a Project of less than 100,000 square feet of commercial or industrial floor area shall execute and record, prior to the issuance of a building permit, a Covenant which guarantees implementation and maintenance of the TDM requirements imposed by the Department of Transportation as conditions of Project plan review approval. The Covenant shall run with the land and

shall be binding on future owners, successors, heirs and assigns. The Covenant shall be approved by the Department of Transportation and a certified recorded copy delivered to the Department of Transportation.

2. **Compliance with TDM Requirements.** A Project owner shall achieve compliance with the applicable maximum SOV Trip requirement specified in Subsection D of this Section, and all other TDM requirements, within three years of issuance of any certificate of occupancy, including a temporary certificate of occupancy, for the Project. If the Director of Planning issues a Project plan review approval for the initial stage of a Project with more than one stage, then the Director may condition future Project plan review approvals for subsequent stages of the Project on whether the Project has complied with the TDM plan requirements for the previous stage.

3. **TDM Plan Monitoring.**

- a. All Project owners subject to the TDM plan requirements of this Subsection shall conduct annual employee commuter surveys and shall submit an annual TDM plan status report to the Department of Transportation. The annual status report shall describe the TDM activities at the Project, and shall include the results of the employee commuter survey, the status of all TDM plan measures and on-site and off-site parking space requirements.
- b. The first annual status report shall be submitted 12 months after the issuance of any certificate of occupancy for the Project.
- c. Failure to submit a required annual status report within 30 days of the anniversary date of the issuance of any certificate of occupancy for a Project shall constitute non-compliance with the requirements of this Subsection.

4. **TDM Plan Enforcement and Penalties.**

- a. If a Project owner fails to submit a required TDM plan annual status report, the Department of Transportation shall issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required status report is not received, the Project owner shall be subject to any penalty adopted by the City Council after notice and hearing.
- b. If, after evaluation of a TDM plan annual status report, the Department of Transportation determines that a Project owner has failed to comply with the requirements of the TDM plan, the

Department of Transportation shall issue a notice of non-compliance. The notice shall indicate which requirements have not been complied with, and the actions required in order to comply.

- c. The Project owner shall, within six months of the date of the notice of non-compliance with a TDM plan, perform all actions necessary to bring the Project into compliance to the satisfaction of the Department of Transportation.
- d. If, after six months from the date of the notice of non-compliance, the Project owner has failed to comply with the requirements of the TDM plan, the Project owner shall be subject to any penalty adopted by the City Council after notice and hearing.
- e. A determination of TDM plan non-compliance by the Department of Transportation shall be appealable to the City Planning Commission and the City Council.
- f. No additional building permit, change of use permit, use of land permit, sign permit, conditional use permit or certificate of occupancy shall be issued for any Project which has not complied with the requirements of this Subsection.

- F. **Trip Reduction Credit for Child Care Facility.**

Projects which include a child care facility on-site or within 1,500 feet of the Project lot or lots, in compliance with the requirements of Section 12 of this Specific Plan, shall be eligible for a Trip reduction credit as calculated by the Department of Transportation. A Project shall be credited 0.3 Trips for each full-time child care slot provided.

Section 10. OFF-STREET AUTOMOBILE PARKING REQUIREMENTS.

- A. **Office Use.**

1. The following off-street automobile parking requirements shall be applicable to all office uses, and are intended to supersede the standards set forth in Section 12.21 A 4 (c) of the LAMC:

Total Apprv'd Permitted Floor Area (millions of sq. ft.)	Max. Total On-Site Parking Spaces per 1,000 sq. ft. of Floor Area	Minimum Reserved On-Site HOV Spaces per 1,000 sq. ft. of Floor Area	Min. Off-Site Intercept/ Remote Spaces per 1,000 sq. ft. of Floor Area
0 - 8.0	1.7	10%	.2
8.01 - 23.50	1.5	15%	.3

2. When the Bixel/Seventh Street Metro Rail station is approved and fully funded, the maximum number of on-site parking spaces required in Subdivision 1 of this Subsection shall be reduced by 20% for all Projects located within the area bounded by: the centerline of the Harbor Freeway between Sixth and Ninth Streets on the east; the centerline of Sixth Street between the Harbor Freeway and Witmer Street on the north; the centerline of Witmer Street between Sixth Street and Linwood Avenue, the southerly extension of the centerline of Witmer Street between Linwood Avenue and Eighth Street, and the centerline of Witmer Street between Eighth and Ninth Streets on the west; and the centerline of Ninth Street between Witmer Street and the Harbor Freeway on the south.

- B. **All Other Uses.** Off-street automobile parking requirements for all uses other than office use shall be as specified in Section 12.21 A 4 of the LAMC.

Section 11. HOUSING REQUIREMENTS.

- A. **Required Housing in Mixed Use Overlay Areas.** Within the areas bounded by the heavy dashed lines shown on Map Nos. 2 and 3 of this Specific Plan, for every 1,800 square feet of non-residential floor area constructed, including a hotel use, there shall be one dwelling unit constructed. The dwelling units required to be constructed pursuant to Subsection C of this Section may be included to satisfy the requirements of this Subsection.

- B. **Housing Linkage Fee.** All commercial, industrial and the non-residential portion of Mixed Use Project Applicants within the Specific Plan area shall pay a fee for the purpose of funding Low and Very Low Income Dwelling Units, to be known as the Central City West Housing Linkage Fee (Linkage Fee). This Linkage Fee shall be in lieu of any citywide housing linkage fee adopted by the City. The Linkage Fee shall be charged on a per square foot of floor area basis.

1. **Linkage Fee Amount.** The Linkage Fee shall be \$4.20 per square foot of non-residential floor area.

2. **Annual Indexing.** The Linkage Fee shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change to the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised Linkage Fee shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.

3. **Cash Deposit.**

- a. The Project Applicant(s) shall pay a cash deposit equivalent to 10% of the total Linkage Fee, as determined by the Department of City Planning, at the time of Project plan review

application. The Department of City Planning shall collect and remit the deposited amount to the City Treasurer for deposit into the Central City West Housing Fund (Housing Fund), as established by Article 23, Section 5.115.6 of the Los Angeles Administrative Code.

- b. The cash deposit shall only be refunded to the Project Applicant(s) if Project plan review is denied or becomes null and void pursuant to Section 17 E of this Specific Plan.

4. **Balance of Linkage Fee.** The balance of the Linkage Fee, as calculated by the Department of City Planning at the time of payment, shall be due and payable and collected by the Department of City Planning at the time of issuance of a building permit, and shall be remitted to the City Treasurer for deposit into the Housing Fund.

5. **In Lieu Credits.** In lieu of the requirements of this Subsection, a commercial, industrial or Mixed Use Project Applicant may construct all or a portion of the number of dwelling units which would have been produced by the Linkage Fee, as determined by the Housing Department (formerly Housing Preservation and Production Department).

6. **Exceptions.**

- a. The floor area devoted to Neighborhood Retail or Neighborhood Service uses, as determined by the Director of Planning, up to a maximum of 40,000 square feet per Project, shall be exempt from the requirements of this Subsection.
- b. The floor area devoted to non-profit hospital space shall be exempt from the requirements of this Subsection.
- c. The floor area devoted to child care facilities shall be exempt from the requirements of this Subsection.

C. Replacement Dwelling Units.

1. **Commercial and Industrial Projects.**

- a. All commercial and industrial Project Applicant(s) shall document and replace, on a one-for-one basis in the form of new dwelling unit construction, Low and Very Low Income Dwelling Units and/or guest rooms demolished on the Project lot or lots on or after February 24, 1984.
- b. Documentation on demolished Low and Very Low Income Dwelling Units and/or guest rooms may consist of Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the

Housing Department, or other documentation acceptable to the Housing Department, or its successor or assignee.

- c. The rehabilitation of existing dwelling units shall not be used by a Project Applicant to satisfy the requirements of this Subsection. However, dwelling units for which no certificate of occupancy has been issued may be used to satisfy these requirements, provided the dwelling units comply with all the provisions of this Specific Plan which are applicable to a residential Project.
- d. Dwelling units constructed to replace units and/or guest rooms demolished between February 24, 1984 and the effective date of this Specific Plan shall be provided at a ratio of 60% Very Low Income Dwelling Units and 40% Low Income Dwelling Units.
- e. Any Very Low Income Dwelling Unit and/or guest room demolished shall be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit and/or guest room demolished shall be replaced with a Low Income Dwelling Unit.
- f. No certificate of occupancy for a commercial or industrial Project which is subject to the requirement to provide replacement dwelling units shall be issued prior to the issuance of the certificate(s) of occupancy for the Low and/or Very Low Income Dwelling Units required pursuant to this Subsection.

2. Residential and Mixed Use Projects.

- a. All multiple-family residential or Mixed Use Project Applicants shall be required to do one of the following, whichever results in the greater number of dwelling units:
 - 1) Document and replace, on a one-for-one basis in the form of new dwelling unit construction, Low and Very Low Income Dwelling Units and/or guest rooms demolished on the lot or lots on or after February 14, 1988; or
 - 2) Designate and reserve a total of 15% of the dwelling units within the Project as Low Income Dwelling Units.
- b. Documentation on demolished Low and Very Low Income Dwelling Units and/or guest rooms may consist of Department of Building and Safety demolition permit records, records from the Rent Stabilization Division of the Housing Department, or other documentation acceptable to the Housing Department, or its successor or assignee.

- c. No certificate of occupancy for a multiple-family residential or Mixed Use Project which is subject to the requirement to provide replacement dwelling units shall be issued prior to the issuance of the certificate(s) of occupancy for the Low and/or Very Low Income Dwelling Units required pursuant to this Subsection.

- d. **In Lieu Credits.** In lieu of the requirements of this Subdivision, a multiple-family residential Project Applicant may pay a fee.

- 1) The in lieu fee for a required Very Low Income Dwelling Unit shall be \$76,500 per unit.
- 2) The in lieu fee for a required Low Income Dwelling Unit shall be \$60,000 per unit.
- 3) The in lieu fees shall be revised on January 1 of each year by the Department of City Planning according to the annual percentage change in the Engineering News-Record Construction Cost Index, published monthly by McGraw Hill, Inc. The revised in lieu fees shall be published by the Department of City Planning in a newspaper of citywide circulation before January 31 of each year.

- e. **Exemptions.** Multiple-family residential Projects consisting of 10 dwelling units or fewer shall be exempt from the requirements of this Subdivision.

- f. **Density Bonus Regulations.**

- 1) A Project Applicant for a multiple-family residential or Mixed Use Project subject to the requirements of Subsection C 2 a (2) of this Section shall be eligible, at the Project Applicant's request, for a ministerial 15% Municipal Density Bonus in lieu of 15% of any State-mandated density bonus application. Requests for an additional 10% or greater State-mandated density bonus above the ministerial 15% Municipal Density Bonus provided by this Specific Plan shall be processed according to State density bonus legislation and adopted City policy. Nothing herein shall be interpreted as restricting a Project Applicant's ability, in lieu of this Subdivision, to receive a density bonus in accordance with State laws.
- 2) Low and Very Low Income Dwelling Units constructed pursuant to this Subsection shall be counted as reserved units in any

application for a State-mandated density bonus for the same Project.

3. **Relief from Replacement Dwelling Unit Requirement.**

- a. **Authority.** The City Council, acting in its legislative capacity, may, by resolution, grant administrative relief from the replacement dwelling unit requirements of this Subsection for Project owner(s) who demolished or will demolish Low or Very Low Income Dwelling Units or guest rooms in compliance with the requirements of Division 88 of Article 1 of Chapter IX of the Los Angeles Municipal Code (Earthquake Hazard Reduction in Existing Buildings), or any previously adopted Earthquake Hazard Reduction Ordinance superseded by Division 88, in cases of extreme hardship duly established to the satisfaction of the City Council.
- b. **Procedures.** An application for administrative relief shall be filed with the Department of City Planning on forms provided by the Department, accompanied by a fee of \$500.00. The Department shall transmit the application, together with a staff report and recommendation, to the City Council for its determination within 30 days after an application has been deemed complete, unless the Applicant consents to an extension of time.

D. **Dwelling Unit Mix and Size.**

1. **Required Replacement Dwelling Units.**

- a. **Non-Residential Projects.** A minimum of 30% of the required replacement dwelling units for a commercial, industrial or Mixed Use Project shall be two bedrooms or larger.
 - b. **Residential Projects.** A minimum of 50% of the required replacement dwelling units for a residential Project shall be two bedrooms or larger.
2. **Linkage Fee Dwelling Units.** A minimum of 50% of the dwelling units constructed through the use of Linkage Fee funds by the Housing Department, or its successor or assignee, shall be two bedrooms or larger.
3. **Required Low Income Dwelling Units In Residential Projects.** A minimum of 30% of the Low Income Dwelling Units required to be reserved in residential Projects pursuant to Subsection C 2 a (2) of this Section shall be two bedrooms or larger.

E. **Dwelling Unit Rent Levels.**

1. **Low Income Dwelling Unit.** The monthly rent level for a Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 80% of the median monthly income for persons or families residing in the Los Angeles Metropolitan Area. The median monthly income shall be as determined and published periodically by the Federal Housing and Urban Development Department.
2. **Very Low Income Dwelling Unit.** The monthly rent level for a Very Low Income Dwelling Unit required pursuant to this Section shall not exceed 30% of 50% of the median monthly income for persons or families residing in the Los Angeles Metropolitan Area. The median monthly income shall be as determined and published periodically by the Federal Housing and Urban Development Department.
3. **Occupancy.** Low Income Dwelling Units and Very Low Income Dwelling Units shall be occupied by persons at qualifying income levels, as determined by the Housing Department, or its successor or assignee.
4. **Deed Restriction.** Low and Very Low Income Dwelling Units shall be evidenced by a deed restriction which reserves and maintains the affordability of the required dwelling units for the life of the dwelling units or for 30 years, whichever is greater. The deed restriction shall also state that rent levels cannot exceed those specified in this Subsection.

F. **Dwelling Unit Priority.**

1. **Priority Eligibility.** Low and Very Low Income Dwelling Units required pursuant to this Section shall be made available to eligible persons or households in the following order of priority: first, to those who have been or will be displaced by the demolition of Low and Very Low Income Dwelling Units or guest rooms within the Specific Plan area; second, to persons employed within the Specific Plan area who qualify as Very Low or Low Income households; third, to others who qualify as Very Low or Low Income households.
2. **Jobs-Housing Linkage Plan.** At the time of application for Project plan review, an Applicant for a residential or Mixed Use Project shall prepare and submit a jobs-housing linkage plan which provides opportunities and incentives for persons working in the greater downtown area to live within the Project. The plan may include, but is not limited to, rental or purchase price incentives, an employee priority program and a marketing program directed towards employers and employees.

3. **Notice Requirements.** A notice of the availability of Low or Very Low Income Dwelling Units required pursuant to this Section shall be caused to be published by the Project Applicant(s) in at least two (2) local newspapers, at least one of which shall be a Spanish language newspaper, and one newspaper of citywide circulation, for a period of no less than 30 days prior to the occupancy of any of the Project's units. The Project Applicant(s) shall also post a notice of availability, in English and Spanish, on the Project lot or lots for a period of no less than 30 days prior to the occupancy of any of the Project's units.

G. Location of Dwelling Units.

1. **Dwelling Unit Primary Placement Area.** Required replacement dwelling units and Linkage Fee dwelling units constructed pursuant to this Section shall be located within the boundary of the Specific Plan area, except as provided for in Subdivision 2 of this Subsection.
2. **Dwelling Unit Secondary Placement Area.** A maximum of 50% of each Project Applicant's total number of required replacement dwelling units may be located in the Dwelling Unit Secondary Placement Area, as shown on Map No. 9, provided the City Planning Commission grants a Project plan review approval pursuant to Section 17 of this Specific Plan:

In granting Project plan review approval, the City Planning Commission shall make the following four findings:

- a. The construction of replacement dwelling units in the Dwelling Unit Secondary Placement Area will not result in the demolition of existing housing or will result in the replacement of any housing demolished as follows:
 - 1) Any dwelling unit or guest room demolished will be replaced within the Dwelling Unit Primary or Secondary Placement Areas as defined in this Specific Plan;
 - 2) Any Very Low Income Dwelling Unit or guest room demolished will be replaced with a Very Low Income Dwelling Unit, and any Low Income Dwelling Unit or guest room demolished will be replaced with a Low Income Dwelling Unit; and
 - 3) The Project plan review approval includes a condition that no certificate of occupancy for the Project subject to the requirement to construct replacement dwelling units may be issued prior to the issuance of certificates of occupancy for the replacement dwelling units;

- b. The replacement dwelling units are consistent with the scale and character of the existing neighborhood;
- c. The replacement dwelling units will contribute to the area's jobs/housing ratio; and
- d. Either:
 - 1) At least 50% of the total number of replacement dwelling units required for the Project have already been located in the Dwelling Unit Primary Placement Area, or;
 - 2) Good cause exists for constructing the replacement dwelling units in the Dwelling Unit Secondary Placement Area prior to the construction of at least 50% of the total number of replacement dwelling units required for the Project in the Dwelling Unit Primary Placement Area.

H. Enforcement.

1. **Authority.** The Housing Department, or its successor or assignee, shall be responsible for the monitoring and enforcement of the requirements of this Section.
2. **Approval of Dwelling Units.** Dwelling units required pursuant to this Section shall be reviewed and approved by the Housing Department, or its successor or assignee. The approval shall consider:
 - a. the qualifications of the developer of the dwelling units;
 - b. the ownership/management plan for the dwelling units;
 - c. the requirements of this Section; and
 - d. the Open Space requirements of this Specific Plan.
3. **Annual Fee.** The Housing Department may charge an annual fee on dwelling units required pursuant to this Section, not to exceed \$50.00 per required dwelling unit, if the City Council, after notice, hearing and recommendation of the Affordable Housing Commission, adopts such a fee.

Section 12. CHILD CARE FACILITY REQUIREMENTS.

- A. **Required Floor Area.** The Project owner(s) of a commercial, industrial or Mixed Use Project which totals 40,000 square feet or more of non-residential floor area shall provide floor area for a child care facility or facilities.

1. Floor area provided for a child care facility or facilities shall be used for such purpose for the life of the Project.
 2. The square footage devoted to a child care facility shall be located at the Ground Floor, unless otherwise permitted by State law, and shall not be included as floor area for the purpose of calculating the Base Permitted Floor Area on a lot.
 3. A Project which consists of between 40,000 and 99,999 square feet of commercial or industrial floor area shall include a minimum of 2,000 square feet of floor area for a child care facility.
 4. A Project which consists of between 100,000 and 499,999 square feet of commercial or industrial floor area shall include a minimum of 4,000 square feet of floor area for a child care facility.
 5. A Project which consists of between 500,000 and 999,999 square feet of commercial or industrial floor area shall include a minimum of 8,000 square feet of floor area for a child care facility.
 6. A Project which consists of 1,000,000 square feet of commercial or industrial floor area or greater shall include a minimum of 12,000 square feet of floor area for a child care facility.
 7. No certificate of occupancy for a commercial, industrial or Mixed Use Project which is subject to the requirement to include floor area for a child care facility shall be issued prior to the issuance of the certificate(s) of occupancy for the child care facility required pursuant to this Subsection.
- B. Required Outdoor Play Area.** In addition to the floor area requirements specified in Subsection A of this Section, there shall be provided a minimum of 75 square feet of on-site outdoor play area per child served by the child care facility.
- C. Location of Child Care Facility.**
1. The owner(s) of a Project consisting of fewer than 500,000 square feet of commercial or industrial floor area shall locate the child care facility on-site. For the purposes of this Subsection, on-site shall mean the Project lot or lots, or, if the Project is one stage of a multi-staged, Unified Development, within the boundary of the Unified Development.
 2. The owner(s) of a Project consisting of between 500,000 and 999,999 square feet of commercial or industrial floor area may provide child care facilities on two separate locations, provided that at least one-half of the required floor area is located on-site, and the remaining required floor area is located within one-half mile of the Project lot or lots.
 3. The owner(s) of a Project consisting of 1,000,000 square feet of commercial or industrial floor area or greater may provide the required floor area for the child care facilities on three separate locations, provided that at least 4,000 square feet of floor area is located on-site, and the remaining required floor area is located within one-half mile of the Project lot or lots.
- D. Combined Child Care Facilities.** The requirements of Subsections A, B and C of this Section may be satisfied through the development of combined child care facilities by Applicants for two or more individual Projects or by combining with an existing child care facility, provided the standards for minimum floor area, outdoor play area, and maximum distance from the Project lot or lots are met.
- E. Reserved Affordable Child Care Slots.** A minimum of 30% of the child care slots in all required child care facilities shall be reserved for families who qualify as Low or Very Low Income households and who live and/or work within the boundary of the Specific Plan area, or in dwelling units provided pursuant to Section 11 H 2 of this Specific Plan. The child care fee for these reserved slots shall be consistent with the Family Fee Schedule published by the California State Department of Education for child day care, as determined by the City's Child Care Coordinator.
- F. Enforcement.**
1. The City's Child Care Coordinator shall be responsible for the monitoring and enforcement of the requirements of this Section.
 2. All Project owners required to provide a child care facility shall submit an annual report to the Child Care Coordinator. The report shall document the number of children served, the number of reserved affordable child care slots and the fees charged. The first report shall be due 12 months after issuance of any certificate of occupancy for the child care facility or facilities.

Section 13. RESOURCE CONSERVATION REQUIREMENTS.

- A. Required Measures.** The owner(s) of a commercial, industrial or Mixed Use Project consisting of 100,000 square feet or more of non-residential floor area shall:
1. Implement a white-paper, newspaper, glass, aluminum and plastics recycling program;
 2. Install commercial-size trash compactors;
 3. Install a dual plumbing system, in order to permit the use of reclaimed water for irrigation, toilets, air conditioning systems, and other appropriate purposes as determined by the Director of Planning; and

4. Install ultra-low flush toilets in all restrooms and bathrooms.

B. **Enforcement.** At the time of application for a Project plan review approval pursuant to Section 17 of this Specific Plan, the Project Applicant subject to the requirements of this Section shall provide plans which clearly label the location(s) of: (1) centralized deposit and collection of required recyclable materials; (2) trash compaction; and (3) plumbing and fixtures designed to carry and discharge reclaimed water. The Director of Planning shall consult with the Office of Integrated Solid Waste Management of the Board of Public Works to insure compliance with the requirements of this Section.

Section 14. SIGN REGULATIONS.

A. **Prohibited Signs.** The following signs are prohibited:

1. Roof signs.
2. Monument signs and pole signs, except as permitted in Subsection G 4 of this Section.
3. Off-site commercial signs.
4. Signs having flashing, mechanical, strobe or blinking lights, or moving parts.
5. Mural signs.
6. Projecting signs, except that pedestrian signs shall be permitted.
7. Building/business identification signs, except for building/business identification signs on commercial buildings over 75 feet in height, subject to approval by the Director of Planning pursuant to the Project plan review process of this Specific Plan.

B. **Permitted Signs.**

1. Except where expressly provided otherwise below, LAMC Chapter IX, Article 1, Division 62 shall apply to signs.
2. Notwithstanding the provisions of Section 91.6205 K of the LAMC to the contrary, pennants, banners and flags which do not contain written advertising are permitted, subject to review and approval by the Director of Planning pursuant to the Project plan review process of this Specific Plan.

C. **Number of Signs.** No more than one wall sign or awning sign, and one Pedestrian Sign or window sign, shall be constructed, placed, created or maintained for each Premise, except that:

1. Premises located above the Ground Floor which do not take their primary access directly from an exterior walkway open to the public may have only

a business identification sign adjacent to each exterior entrance which provides access to those Premises.

2. Premises with at least 60 feet of store frontage may have an additional business identification sign for each 30 feet of store frontage in excess of 30 feet.
3. Ground Floor Premises which have an entrance on an alley may have one additional business identification sign on the exterior wall which abuts the alley.
4. Premises which take their primary access from an exterior walkway open to the public and which are located on a street corner may have one wall sign or awning sign and one Pedestrian Sign or window sign on each exterior wall of the Premise which abuts a street.

D. **Sign Area.**

1. **Wall or Awning Signs.**

- a. The combined sign area of all wall and awning signs on a single-story building or structure which abuts a public street shall not exceed three square feet for each foot of street frontage. For buildings that are more than one story in height, the combined sign area of all wall and awning signs may exceed that permitted for a single-story building or structure by 10%.
- b. Theaters shall be permitted 3-1/2 square feet of sign area for each foot of street frontage.
- c. For all buildings occupied by more than one Premise, the size of signs pertaining to each Premise shall not exceed 1.5 square feet of combined sign area for each foot of store frontage of the Premise.
- d. The sign area permitted for each additional sign allowed for Premises located on an alley shall not exceed one square foot for each lineal foot of building wall occupied by the Premise on the alley on which the sign is located.
- e. Sign area shall be calculated separately for each street or alley which the building abuts and may not be accumulated.
- f. No sign shall exceed a maximum of 75 square feet, except that:
 - 1) Signs attached to theaters shall not exceed a maximum of 320 square feet; and
 - 2) A sign which abuts an alley shall not exceed a maximum of 50 square feet.

2. **Pedestrian Signs.** No Pedestrian Sign shall exceed four square feet or a vertical or horizontal dimension of 30 inches. Lettering shall be limited to a maximum of 30% of the sign area.
 3. **Window Signs.** No window sign shall exceed four square feet or 15% of the window area, whichever is less.
- E. **Height.** The height to the top of any sign, other than a building/business identification sign, shall be limited to a maximum of 20 feet above the elevation of the sidewalk or edge of the roadway nearest the sign, except that Premises which take their primary access from an exterior walkway open to the public may measure from the highest level of such exterior walkway directly under the sign.
- F. **Projection of Signs.**
1. No wall sign shall project more than 18 inches from the face of the building to which it is attached.
 2. When a Pedestrian Sign is attached to a wall, the sign shall project no more than 30 inches from the wall to which it is attached.
- G. **Exceptions.** The provisions of this Section shall not apply to:
1. Any sign required by law or by a governmental agency.
 2. Real estate signs which pertain to rent, lease or sale of an existing Premise and have a sign area which does not exceed 18 inches by 25 inches.
 3. Signs advertising the sale or lease of a building or lot provided they comply with the following conditions:
 - a. Signs shall not be illuminated.
 - b. Total sign area shall not exceed 40 square feet.
 - c. Signs shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign.
 4. Directory Signs which have been approved by the Director of Planning pursuant to the Project plan review process of this Specific Plan. A Directory Sign may be a monument sign and shall be permitted only as part of a District-wide streetscape improvement pursuant to the Urban Design Guidelines contained in the Specific Plan policy document.
 5. Traffic direction and parking information signs which have been approved by the Director of

Planning pursuant to the Project plan review process of this Specific Plan.

6. Temporary construction signs located on a lot where a building or structure is being erected or remodelled and which identifies the owner, architects, engineers, financing agent and/or contractors involved in the Project, provided there shall be no more than one such sign along each street on which a Project fronts, and provided that such sign shall not be more than 40 square feet in total sign area and shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign. Such signs shall be removed within 15 days following completion of the construction or remodelling.
7. Temporary political or other ideological signs, provided such signs shall not be roof signs, shall not exceed 20 square feet in sign area, shall not exceed a height to the top of the sign of eight feet above the elevation of the sidewalk or edge of the roadway nearest the sign, and, if they relate to an election or other event, shall be removed within 15 days following the election or event to which they relate.
8. Store hour signs, provided such signs shall be placed in the front door or window closest to that door and shall not exceed 64 square inches in sign area.
9. Signs which identify security protection systems, provided such signs shall not exceed 49 square inches in area.

Section 15. UNDERGROUND UTILITIES. To the extent physically feasible, all new utility lines which directly service a Project shall be installed underground. If underground service is not currently available, then provisions shall be made for future underground service, as determined by the Department of Water and Power.

Section 16. IMPLEMENTATION OF THE PHASES OF DEVELOPMENT.

A. Calculation of Total Approved Permitted Floor Area.

1. For the purpose of calculating the total Approved Permitted Floor Area for each Phase of Development as specified in Subsection A of Section 5 of this Specific Plan, at the time of issuance of a Project plan review approval for a Project pursuant to Section 17 of this Specific Plan, the Department of City Planning shall include the floor area square footage of the Project in the Phase of Development in which the Project plan review approval is granted.
2. If a Project plan review approval becomes null and void pursuant to Section 17 E of this Specific Plan,

the floor area square footage of that Project shall be deleted from the Phase of Development in which that Project's floor area square footage was included.

3. The floor area square footage of any Project for which a project permit pursuant to Ordinance No. 165,404 or 163,094 was approved prior to the effective date of this Specific Plan shall be included in Phase 1 of the Phases of Development.
4. The floor area square footage of any Project, or any stage thereof, for which a development agreement was approved prior to the effective date of this Specific Plan shall be included in the Phase of Development in which the building permit(s) for the Project is issued.

B. General Requirements.

1. The Department of City Planning shall establish, monitor and maintain an official record of all Approved Permitted Floor Area, by Phase of Development, within the Specific Plan area. The floor area record shall be maintained at the parcel, block, Specific Plan District and Specific Plan Subarea levels.
2. The Housing Department shall establish, monitor and maintain an official record of the number of dwelling units constructed and demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan. The rent level category (low, very low, moderate or market) of each dwelling unit shall be made a part of the record, and the record shall be maintained at the parcel, block, Specific Plan District and Specific Plan Subarea levels.
3. The Department of Transportation shall establish, monitor and maintain an official record of the vehicle carrying capacity on the street system screenlines, the freeway and transit system improvements, the number of SOV Trips, as documented through annual reports submitted by individual Project owners and/or a Transportation Management Organization serving the Specific Plan area, and the on-site and off-site office parking spaces, by Phase of Development, for all Projects within the Specific Plan area.

C. Review of the Phases of Development.

1. The Department of City Planning, with the assistance of the Departments of Transportation and Housing, shall prepare and submit to the City Planning Commission an annual report on the status of the Phases of Development permitted by the Specific Plan. The report shall document: the total Approved Permitted Floor Area; the total number of dwelling units constructed and

demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan; the progress toward implementation of the transportation improvements; the percentage of SOV use; the status of the street system screenlines; the total number of office parking spaces developed within the Specific Plan area and at intercept/remote parking locations and the status of the Transportation and Housing Linkage Fee Funds. The report shall be submitted to the City Planning Commission no later than the Commission's first meeting in October of each year.

2. The Housing Department, with the assistance of the Department of City Planning, shall prepare and submit to the Affordable Housing Commission an annual report on the status of the housing requirements of the Specific Plan. The report shall document the total number of dwelling units constructed and demolished within the Specific Plan area and within the Dwelling Unit Secondary Placement Area by Applicants subject to the requirements of this Specific Plan; the rent level category of these dwelling units; and the status of the Housing Linkage Fee Fund. The report shall be submitted to the Affordable Housing Commission no later than the Commission's first meeting in September of each year.
3. The Affordable Housing Commission, after review of the Housing Department's report, shall recommend to the City Planning Commission any actions necessary to ensure compliance with the housing requirements of this Specific Plan.
4. The City Planning Commission, after receipt of the Affordable Housing Commission's recommendation and the Department of City Planning's annual report, shall conduct a public hearing and recommend to the City Council any actions necessary to ensure that the implementation of transportation improvements and the production of housing units are in compliance with the requirements of this Specific Plan.
5. Prior to the Specific Plan progressing from one Phase of Development to another, the City Planning Commission, based upon a report from the Department of City Planning, with the assistance of the Departments of Transportation and Housing, shall certify that all the requirements of the current Phase of Development have been implemented or assured. If the City Planning Commission determines that the requirements of the current phase are not necessary in order to mitigate significant environmental impacts, where physically feasible, then it shall adopt specific findings stating the reasons why the requirements of that phase are not necessary.

6. At such time as 10 million square feet of non-residential floor area has been approved, the Departments of City Planning, Transportation and Housing shall conduct a detailed restudy of this Specific Plan in order to determine the appropriateness and effectiveness of the Phases of Development and all other requirements of the Plan, and shall recommend any amendments thereto to the City Planning Commission. The City Planning Commission, after review of the Specific Plan restudy, shall recommend any amendments or revisions thereto to the City Council.

Section 17. PROJECT PLAN REVIEW.

A. Director's Authority.

1. The Director of Planning (Director) or the Director's designee(s) shall have the authority to approve, conditionally approve or deny Project plan review for Projects in accordance with the provisions of this Section.
2. In granting a Project plan review approval, the Director may impose conditions and/or modify the Project as he or she deems necessary to implement the regulations, policies and goals of this Specific Plan, and to mitigate significant adverse effects of the Project on the environment and surrounding areas.
3. The Director is authorized to designate one or more members of the professional staff of the Department of City Planning to perform any of the Director's duties under this Section. The Director shall establish administrative methods, guidelines, procedures and forms, in consultation with the Departments of Transportation, Building and Safety and Housing, as may be necessary to conduct the review and render a decision expeditiously, prior to processing any Project plan review application.
4. The Director shall not approve or conditionally approve a Project plan review application unless he/she does one of the following, in accordance with the requirements of the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines:
 - a. Approves a Negative Declaration or Mitigated Negative Declaration; or
 - b. Certifies completion of an Environmental Impact Report (EIR).

Exception. The requirements of this Subdivision shall not apply to Project plan review for a sign permit.
5. Findings. In granting an approval, the Director shall adopt written findings, and shall grant Project plan

review approval only upon finding that the Project meets all of the following requirements:

- a. That the Project complies with all applicable provisions of this Specific Plan. However, a finding of Project compliance with the replacement dwelling unit provisions of Section 11 C of this Specific Plan shall be necessary only if the Director makes findings required by State law;
- b. That the Project is consistent with the General Plan;
- c. That the Project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection and other such pertinent improvements which are or will be compatible with existing and future development on neighboring properties; and
- d. That the Project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the Project, to the extent physically feasible.

B. Procedures.

1. **Site Plan Review Ordinance.** The requirements of this Section shall satisfy and take the place of the requirements of Site Plan Review (Ordinance Nos. 165,951 and 166,127).
2. **Applicant Notification.** At the time of application for Project plan review, the Project Applicant(s) shall be informed by the Planning Department of the Phase of Development in which the Project occurs, and all applicable requirements for that phase.
3. **Project Plan Review Application.** Applications for Project plan review shall be filed in any public office of the Department of City Planning, upon such forms and accompanied by the applicable fee, a site plan drawn to scale, and other information prescribed by the Director for that purpose. The application shall be verified by either the property owner, lessee, owner in escrow, or a legally authorized agent.
4. **Application Fee.** The fee for a Project plan review application shall be the same as the fee applicable to applications for Site Plan Review.
5. **Environmental Review.** As part of the application for Project plan review, the Project Applicant shall file necessary forms and information for environmental review as prescribed by the Director. The Director shall cause to be prepared,

concurrently with the review and approval of the Project, the required environmental studies and notices for the Project.

6. Notice - Hearing - Time Limits.

- a. The Director shall refer all completed applications for Project plan review to affected City departments for their review and report. Responses shall be returned within fifteen (15) days after receipt, or such other period agreed to in writing by the Director and the affected agency or department.
- b. If the Director determines that the matter may have a significant effect on neighboring properties, the Director shall set the application for public hearing. If the application is set for public hearing, written notice thereof shall be sent by First Class Mail at least fifteen (15) days prior to the hearing to: (1) the Applicant and/or owners of the property involved; (2) owners of all property within 100 feet of the boundary of the subject property if the Project is less than 100,000 square feet of non-residential floor area or 35 dwelling units, or within 500 feet if the Project is greater than 100,000 square feet of non-residential floor area or 35 dwelling units or greater; (3) the City Council member(s) representing such property owners; and (4) any organization representing property owners or the community in the Project vicinity if they request in writing to be notified. Notice shall also be published in at least one (1) newspaper of citywide circulation designated for that purpose by the City Clerk, not less than fifteen (15) days prior to the date of the hearing.
- c. The Director shall grant, conditionally grant or deny Project plan review approval within sixty (60) days after: (1) the date the application is deemed complete, or (2) where an EIR is required, the date the EIR is certified as complete. This time limit may be extended up to forty-five (45) days by mutual consent of the Applicant and the Director. The time limit shall also be extended if necessary to prepare and process an EIR, as provided in Section 12.25 A of the Los Angeles Municipal Code.
- d. The Director shall send notice of the Project plan review determination to the Applicant and the interested parties listed in Paragraph "b" of this Subdivision by First Class Mail. Failure to receive notice shall not invalidate any action taken pursuant to this Section.

7. Determination Effective - Appeal. The determination of the Director shall become final after an elapsed period of fifteen (15) days from the date of the determination, unless a written appeal

is filed pursuant to Subsection C of this Section. The Director shall notify the Department of Building and Safety of the final determination on a Project plan review application.

8. **Failure to Act - Transfer of Jurisdiction.** If the Director fails to make a determination on an application within the time limit specified in this Subsection, the Applicant may file a request for transfer of jurisdiction to the City Planning Commission, in which case the Director shall lose jurisdiction. The City Planning Commission shall consider the application following the same procedures and limitations applicable to the Director. A request for transfer of jurisdiction may be filed in any public office of the Department of City Planning.

C. Appeals.

1. **Authority.** The City Planning Commission and the City Council shall have the authority to decide appeals from a Project plan review determination.
2. **Filing an Appeal.** An appeal to the Commission or City Council may be filed by the Applicant, by any officer, board, department, or bureau of the City, or by an interested person aggrieved by the determination of the Director. Appeals shall be in writing and shall set forth specifically the reasons why the determination should not be upheld. Appeals shall be filed in any public office of the Department of City Planning, upon required forms and accompanied by the same fee applicable to Site Plan Review appeals within fifteen (15) days of the date of the Project plan review determination. Appeals not properly or timely filed shall not be accepted.
3. **Public Hearing and Notice.** A public hearing shall be held on the appeal within thirty (30) days of the expiration of the appeal period unless the appellant consents to an extension of time. Notice of the hearing shall be given to the appellant and to all other parties specified in Subsection B 6 (b) of this Section, within the time limit and in the manner specified in that Subsection.
4. **Decision.** The Commission or City Council shall render its decision within fifteen (15) days after completion of the hearing, unless the appellant(s) consent(s) to an extension of time. The Commission or City Council may sustain, reverse, establish additional conditions, or otherwise modify any determination of the Director. Such decision shall be in writing and based upon the testimony and documents produced before the Commission or City Council, and supported by findings as required by Subsection A 5 of this Section. If the Commission or City Council fails to act within the time limits specified herein, the determination of the Director shall be deemed final.

5. **Decision Notice.** Notice of the final Project plan review appeal decision shall be provided to the Department of Building and Safety.

D. **Enforcement.** If a Project plan review approval authorized by this Section is utilized, the conditions of that approval shall become effective immediately. The violation of any such condition shall constitute a misdemeanor.

E. **Expiration.** If a Project plan review approval is not utilized within two (2) years after the effective date, the approval shall become null and void.

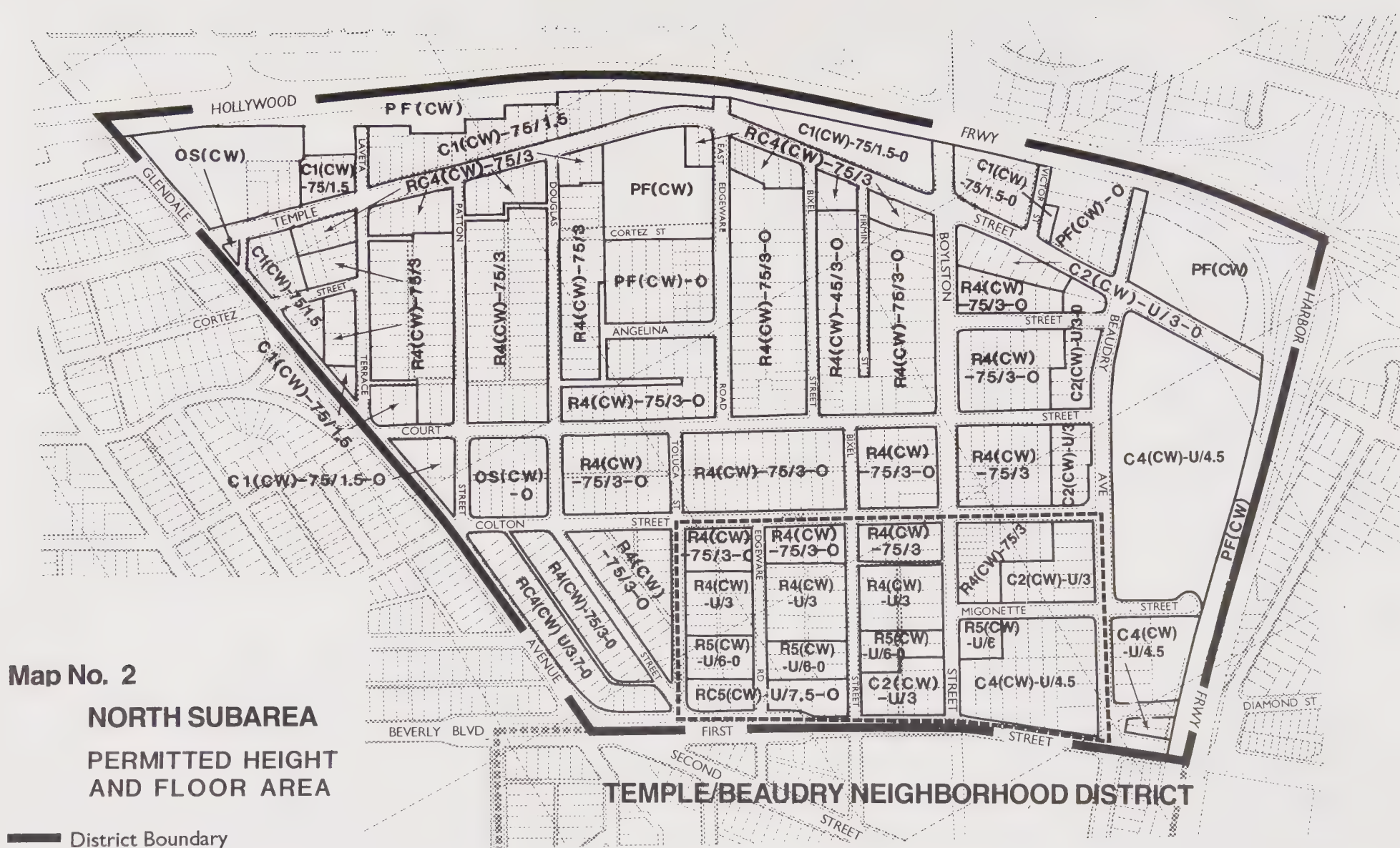
Section 18. SEVERABILITY. If any provision of this Specific Plan or the application thereof to any person, property or circumstances, is held invalid, the remainder of this Specific Plan or the application of such provisions to other persons, property or circumstances shall not be affected.

090CCW (9/21/94)



Map No. 1
CENTRAL CITY WEST
SPECIFIC PLAN

Specific Plan Area



Map No. 2

NORTH SUBAREA

**PERMITTED HEIGHT
AND FLOOR AREA**

TEMPLE/BEAUDRY NEIGHBORHOOD DISTRICT

District Boundary

Map No. 2

NORTH SUBAREA

**PERMITTED HEIGHT
AND FLOOR AREA**

TEMPLE/BEAUDRY NEIGHBORHOOD DISTRICT

District Boundary

- [illegible]

Map No. 2

NORTH SUBAREA

PERMITTED HEIGHT AND FLOOR AREA

TEMPLE/BEAUDRY NEIGHBORHOOD DISTRICT

District Boundary

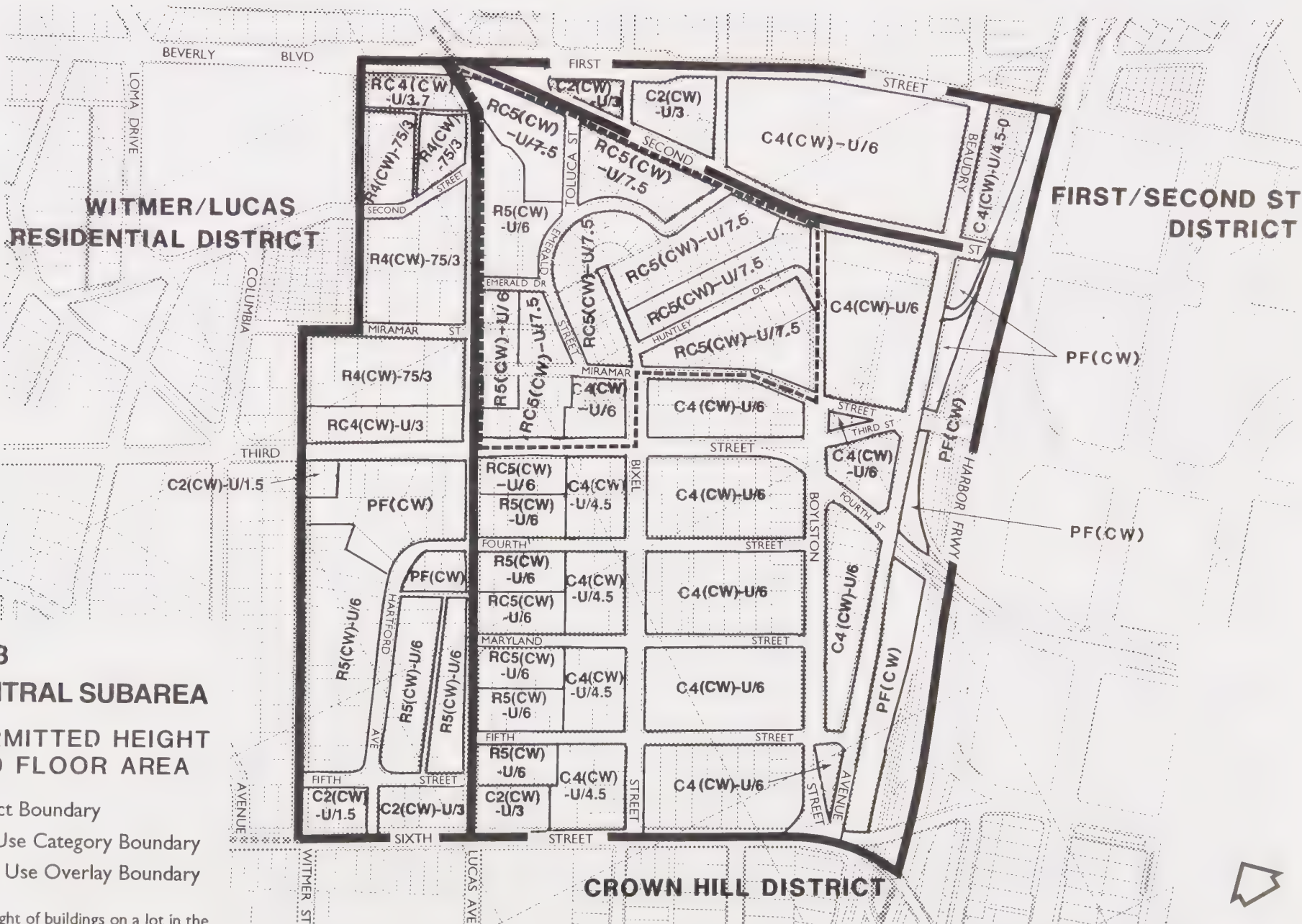
Map No. 2

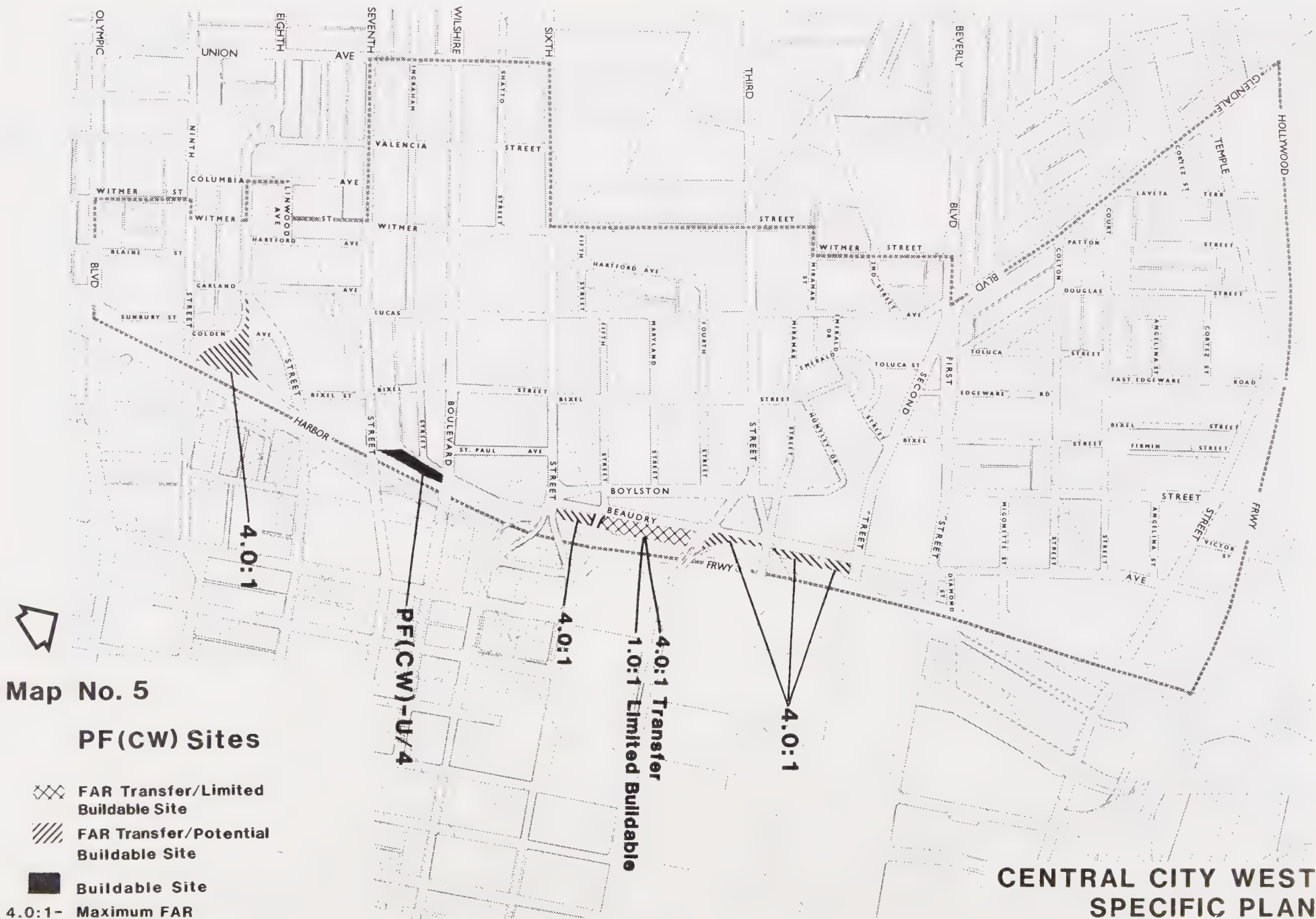
NORTH SUBAREA

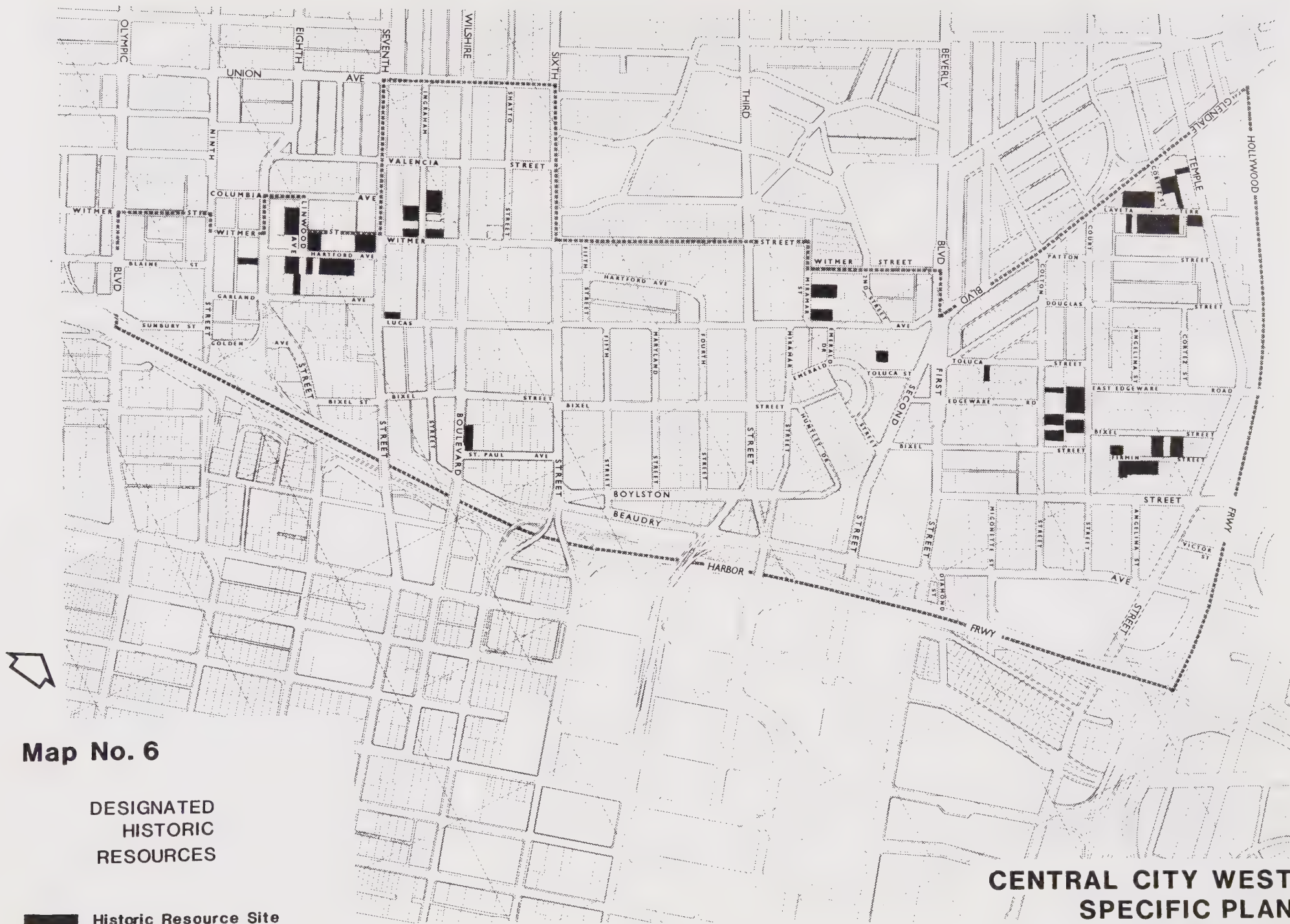
PERMITTED HEIGHT AND FLOOR AREA

TEMPLE/BEAUDRY NEIGHBORHOOD DISTRICT

District Boundary







Map No. 6

DESIGNATED
HISTORIC
RESOURCES

 Historic Resource Site

CENTRAL CITY WEST
SPECIFIC PLAN

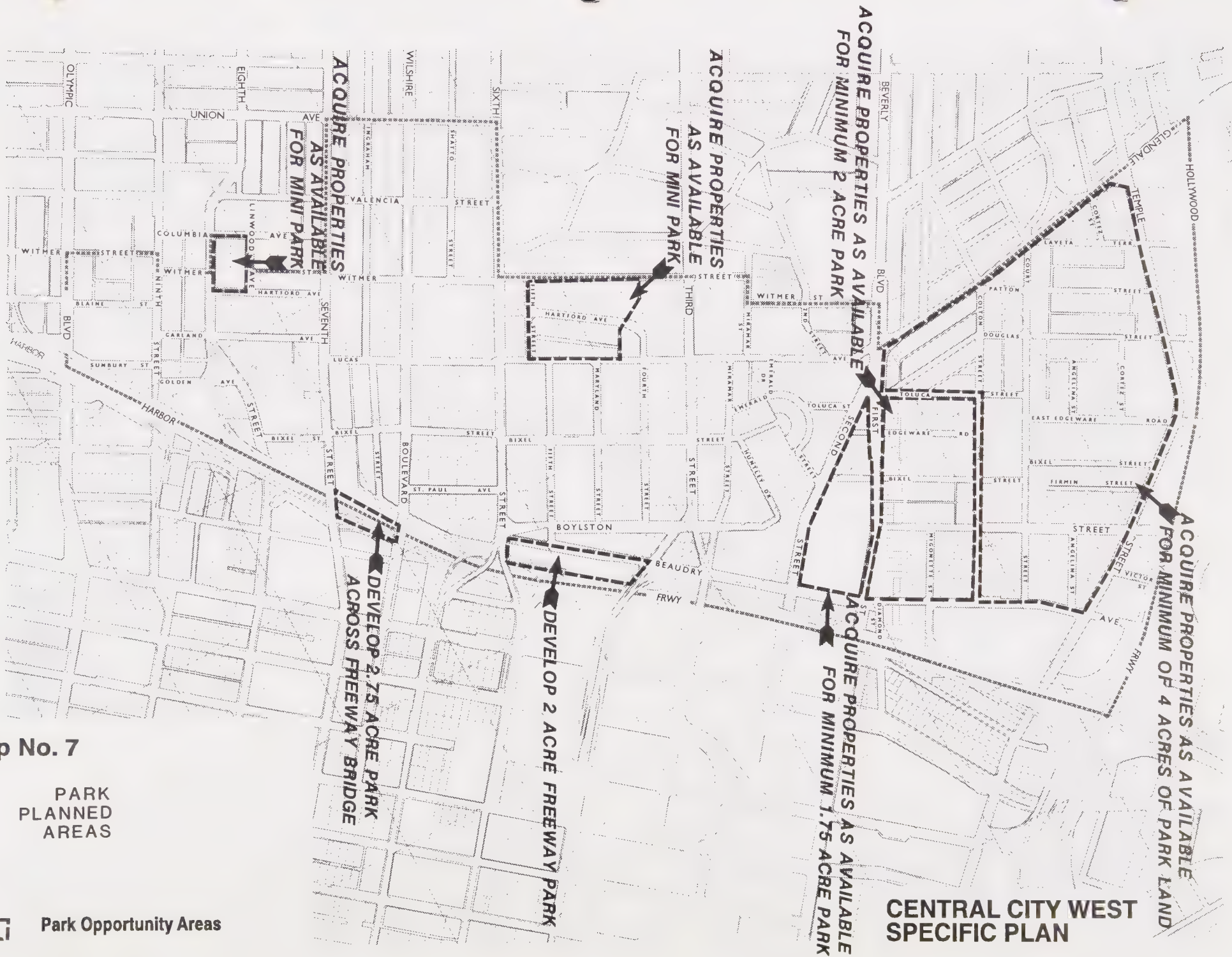


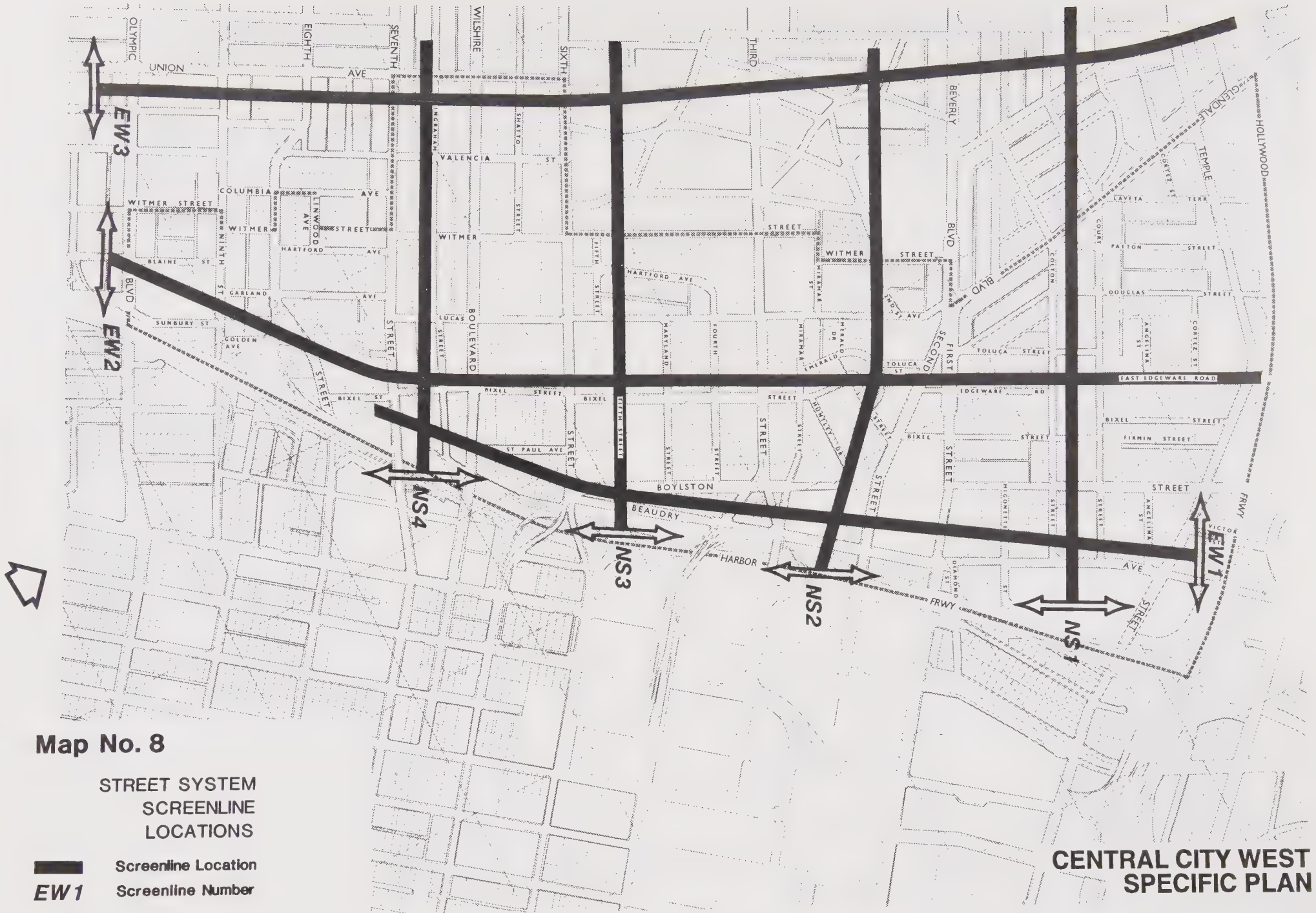
Map No. 7

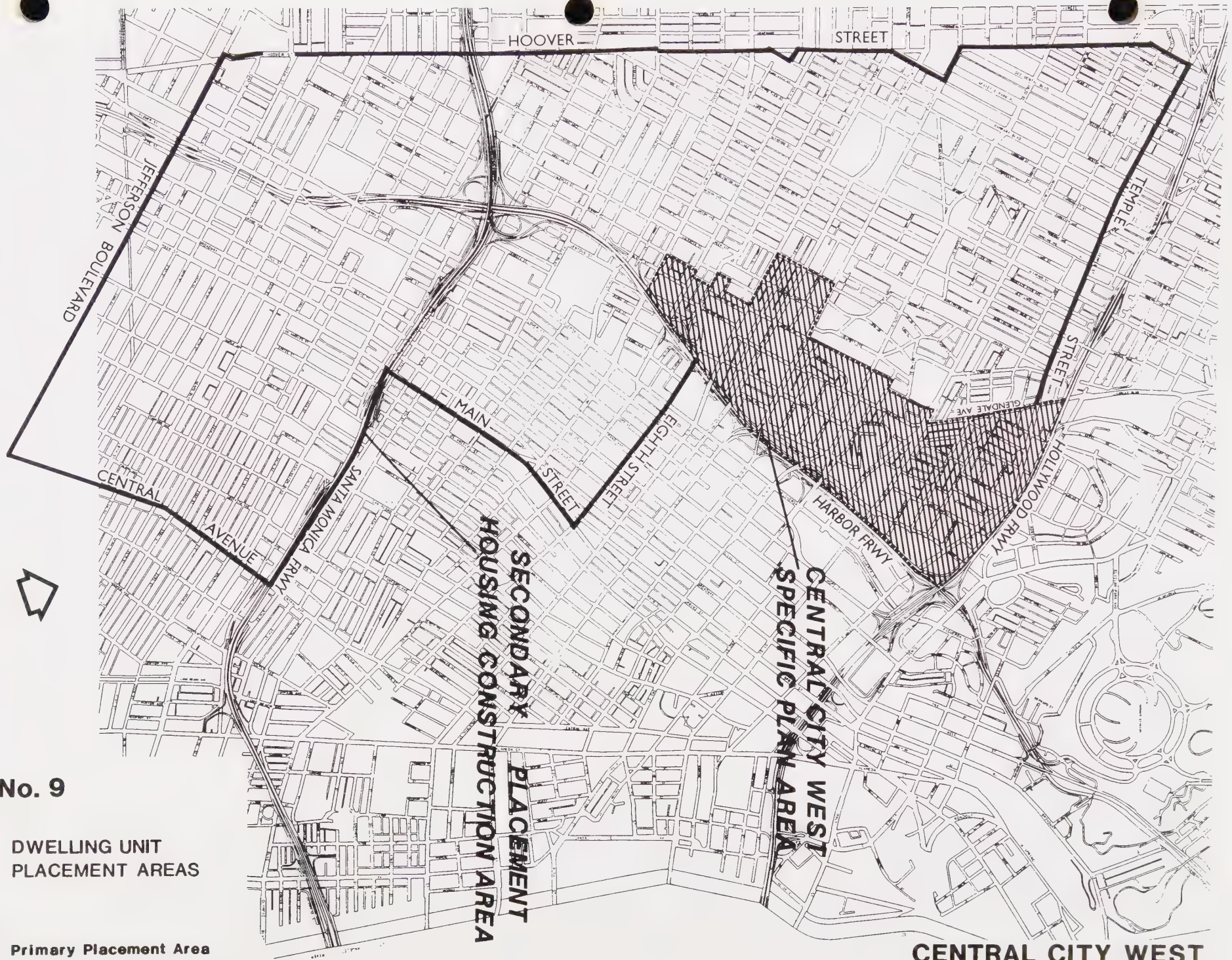
PARK
PLANNED
AREAS



Park Opportunity Areas







Map No. 9

DWELLING UNIT
PLACEMENT AREAS



Primary Placement Area



Secondary Placement Area

**CENTRAL CITY WEST
SPECIFIC PLAN**

APPENDIX A

LIST OF HISTORIC RESOURCES (Based on State Office of Historic Preservation Criteria)

<u>ADDRESS</u>	<u>DESCRIPTION</u>	<u>DATE OF CONSTRUCTION</u>	<u>PLAN DISTRICT</u>	<u>PLAN LAND USE CATEGORY</u>
1245 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1246 Colton Street	1 s Mediterranean residence	1938	TBN	R4(CW)-45/3
1253 Colton Street	2 s Craftsman residence	1909	TBN	R4(CW)-45/3
1254 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1257 Colton Street	1 s Victorian cottage	(1907)/A	TBN	R4(CW)-45/3
1305 Colton Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1507 Cortez Street	1 s Craftsman residence over cobblestone garage	1916	TBN	R4(CW)-45/3
1525 Cortez Street	1 s Victorian residence	(1914)/B	TBN	R4(CW)-45/3
1246 Court Street	1 s Mediterranean residence	1922	TBN	R4(CW)-45/3
1250 Court Street	1 s Turn of the Century residence	1895	TBN	R4(CW)-45/3
1260 Court Street	2 s Eastlake Influence residence	1890	TBN	R4(CW)-45/3
1264-66 Court Street	2 s Craftsman residence	1914	TBN	R4(CW)-45/3
1272 Court Street	1 s Victorian cottage	1890	TBN	R4(CW)-45/3
1274 Court Street	1 s Turn of the Century residence	(1908)/B	TBN	R4(CW)-45/3
311 Firmin Street	1 s Craftsman residence	(1890)/1905	TBN	R4(CW)-45/3
314 Firmin Street	1 s Craftsman residence	1925	TBN	R4(CW)-45/3
315 Firmin Street	2 s Craftsman residence	C	TBN	R4(CW)-45/3
316 Firmin Street	1 s Craftsman residence	C	TBN	R4(CW)-45/3
323 Firmin Street	2 s Foursquare	1910	TBN	R4(CW)-45/3
324 Firmin Street	1 s Craftsman residence	1908	TBN	R4(CW)-45/3
332 Firmin Street	2 s Mediterranean apt.	E	TBN	R4(CW)-45/3
336 Firmin Street	1 s Craftsman residence	1921	TBN	R4(CW)-45/3
402-04 Firmin Street	1 s Craftsman residence	C	TBN	R4(CW)-45/3
406-08 Firmin Street	1 s Craftsman residence	1914	TBN	R4(CW)-45/3
417 Firmin Street	1 s Craftsman residence	1911	TBN	R4(CW)-45/3
421 Firmin Street	1 s Turn of the Century residence	1898	TBN	R4(CW)-45/3
425 Firmin Street	2 s Colonial Revival residence	1911	TBN	R4(CW)-45/3
429 Firmin Street	2 s Spanish residence	1930	TBN	R4(CW)-45/3
430 Firmin Street	1 s Turn of the Century residence	1890	TBN	R4(CW)-45/3
433 Firmin Street	2 s Mediterranean	E	TBN	R4(CW)-45/3
767 Garland Avenue	2 s late Queen Anne residence	1903	EN	C4(CW)-U4/5
718-20 Hartford Avenue	2½ s Foursquare residence	1906	EN	R5(CW)-U/6
722 Hartford Avenue	2 s Foursquare residence	(1917)/B	EN	R5(CW)-U/6
726-28 Hartford Avenue	2 s Foursquare residence	1905	EN	R5(CW)-U/6
734-36 Hartford Avenue	2 s Colonial Revival residence	1906	EN	R5(CW)-U/6
735 Hartford Avenue	5 s brick hotel	1923	EN	R5(CW)-75/6
740 Hartford Avenue	2 s Foursquare residence	1904	EN	R5(CW)-U/6
743 Hartford Avenue	2 s Colonial/Foursquare residence	1905	EN	R5(CW)-75/6
748 Hartford Avenue	2 s Foursquare residence	1905	EN	R5(CW)-U/6
749 Hartford Avenue	2 s Colonial residence	1905	EN	R5(CW)-U/6
1305 Ingraham Street	5 s Renaissance Revival apt.	F	WC	R4(CW)-U/6
1312 Ingraham Street	4 s Renaissance Revival apt.	1923	WC	R5(CW)-U/6

<u>ADDRESS</u>	<u>DESCRIPTION</u>	<u>DATE OF CONSTRUCTION</u>	<u>PLAN DISTRICT</u>	<u>PLAN LAND USE CATEGORY</u>
1319 Ingraham Street	3 s Tudor apt.	1928	WC	R5(CW)-U/6
1320 Ingraham Street	2 s Transitional Queen Anne Influence/Foursquare/Craftsman residence	1904	WC	R5(CW)-U/6
1325 Ingraham Street	3 s brick Renaissance Revival apt.	1927	WC	R5(CW)-U/6
1331 Ingraham Street	2 s Shingle Style residence	B	WC	R5(CW)-U/6
1333 Ingraham Street	2 s Craftsman residence	C	WC	R5(CW)-U/6
1335-37 Ingraham Street	2 s Colonial Revival residence	1905	WC	R5(CW)-U/6
1339 Ingraham Street	4 s Renaissance Revival apt.	1915	WC	R5(CW)-U/6
1340-48 Ingraham Street	4 s Renaissance Revival apt.	1922	WC	R5(CW)-U/6
1341 Ingraham Street	2 s Foursquare residence	1905	WC	R5(CW)-U/6
1345 Ingraham Street	2 s Foursquare residence	1901	WC	R5(CW)-U/6
1349 Ingraham Street	2 s Foursquare residence	(1922)/B	WC	R5(CW)-U/6
321 Laveta Terrace	1 s Turn of the Century residence	(1876)/B	TBN	R4(CW)-45/3
323 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
326 Laveta Terrace	1 s Turn of the Century residence	1911	TBN	R4(CW)-45/3
329 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
333 Laveta Terrace	Unknown	1885	TBN	R4(CW)-45/3
334 Laveta Terrace	1 s Craftsman residence			
335 Laveta Terrace	1 s Turn of the Century residence	1909	TBN	R4(CW)-45/3
339 Laveta Terrace	1 s Victorian cottage	F	TBN	R4(CW)-45/3
340 Laveta Terrace	2 s Craftsman residence	C	TBN	R4(CW)-45/3
343 Laveta Terrace	1 s Turn of the Century residence	1906	TBN	R4(CW)-45/3
350 Laveta Terrace	1 s Craftsman residence	C	TBN	R4(CW)-45/3
352 Laveta Terrace	1 s Turn of the Century residence	B	TBN	R4(CW)-45/3
356 Laveta Terrace	2 s Mediterranean court	1925	TBN	R4(CW)-45/3
361 Laveta Terrace	1 s Turn of the Century residence	1908	TBN	R4(CW)-45/3
362 Laveta Terrace	1 s Turn of the Century residence	1901	TBN	R4(CW)-45/3
366 Laveta Terrace	1 s Turn of the Century residence	1907	TBN	R4(CW)-45/3
372 Laveta Terrace	1 s Victorian cottage	A	TBN	R4(CW)-45/3
1312 Linwood Avenue	2 s Craftsman residence	1921	EN	R5(CW)-U/6
1316 Linwood Avenue	2 s Craftsman residence	1915	EN	R5(CW)-U/6
1322 Linwood Avenue	2 s Foursquare residence	1903	EN	R5(CW)-U/6
1328 Linwood Avenue	2 s Foursquare residence	B	EN	R5(CW)-U/6
1405 Miramar Street	4 s Renaissance Revival apt. Nurses' Home	1924	WL	R4(CW)-75/3
1425 Miramar Street	3 s Queen Anne residence	c. 1890	WL	R4(CW)-75/3
1530 Temple Street	2 s Queen Anne residence	A	TBN	C1(CW)-75/1.5
130 Toluca Street	2 s Eastlake Influence residence	1890	TBN	R4(CW)-U/3
Toluca Street, east side, between Second and Emerald	Classical Revival Pacific Electric station	c. 1929	CH	RC5(CW)-U/6
701-05 Union Avenue	3 s Renaissance Revival commercial Anderson Hardware	F		C2-2 (Outside Specific Plan)
631 Witmer Street	2 s Italianate residence Foy residence	A	WC	C2(CW)-U/3
1141 Second Street	2-3 s Moderne Department of Water and Power	1927	FS	C4(CW)-U/4.5

<u>ADDRESS</u>	<u>DESCRIPTION</u>	<u>DATE OF CONSTRUCTION</u>	<u>PLAN DISTRICT</u>	<u>PLAN LAND USE CATEGORY</u>
1203-05 Seventh Street	11 s Renaissance Revival hotel Commodore Hotel	F	WC	C4(CW)-U/4.5
1250-56 Seventh Street	13 s Renaissance Revival hotel Mayfair Hotel	1926	WC	C4(CW)-U/4.5
1222 Eighth Street	2 s Mission Revival	C	EN	C2(CW)-U/3

KEY TO DATE OF CONSTRUCTION (DOC) CODES

A	Victorian era, Italianate, Queen Anne, Eastlake. c. 1885-1902
B	Turn of the Century, American Foursquare. c. 1890-1910
C	Craftsman, American Colonial Revival, Mission Revival, Classical Revival. c. 1902-1925
D	Commercial Vernacular. c. 1904-1929
E	Period and Regional Revivals, including Mediterranean and Spanish. c. 1905-1940
F	Renaissance Revival. c. 1912-1929
G	Art Deco, Streamline Moderne. c. 1925-1940

(Year) LUPAMS date does not agree with building style

KEY TO PLAN DISTRICT CODES

TBN Temple/Beaudry Neighborhood
EN Eight/Ninth Street District
FS First/Second Street District
CH Crown Hill District
WL Witmer/Lucas Residential District
WC Wilshire Corridor District

090CCW4 (9-21-94)

APPENDIX B
TRIP GENERATION TABLE

LAND USE	P.M. PEAK-HOUR TRIP GENERATION RATES PER 1,000 SQUARE FEET OF LAND USE GROSS FLOOR AREA*
Office less than 100,000 square feet	1.20
Office 100,001 - 499,999 square feet	0.86
Office more than 500,000 square feet	0.72
Medical Office	3.00
Hotel	0.84
Industrial	0.72
Retail 40,000 - 99,999 square feet	2.02
Retail more than 100,000 square feet	1.16
Hospital	1.35

When a Project includes a use not listed in this Appendix, then the Department of Transportation shall use reasonable methods to establish the appropriate number of Trips for that use.

* Gross Floor Area shall be as defined in Trip Generation, 4th ed., Institute of Transportation Engineers, (1987).

APPENDIX C

LIST OF TRANSPORTATION IMPROVEMENTS

I. PLAN AREA STREET SYSTEM IMPROVEMENTS.

A. ATSAC SYSTEM.

54 traffic signal locations shown on Figure 1 to Appendix C shall be included in ATSAC computerized signal system.

B. BEAUDRY AVENUE.

Sunset Boulevard to Fourth Street. Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, landscaped median (left turn pocket provided only at intersections) and 14-foot sidewalk/parkways.

Fourth Street to Sixth Street. Realigned and merged with Boylston Street.

C. BOYLSTON STREET.

First Street to Seventh Street. Realigned and improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction with a 10-foot, planted center left turn median (left turns prohibited at mid-block) and 14-foot sidewalk/parkways.

Fourth Street to Sixth Street. Vacated and realigned to existing Beaudry Street alignment.

Temple Street to Colton Street. Improved to modified Secondary Highway standards; 64-foot roadway in 84-foot right-of-way. One travel lane and one parking lane in each direction, with a 20-foot, planted center left turn median and 10-foot sidewalk/parkways.

Colton Street to First Street. To be vacated.

D. BIXEL STREET.

Crown Hill to Wilshire Boulevard.

Stage A. Improved to modified Secondary Highway standards; 74-foot roadway in 94-foot right-of-way. Three travel lanes in each direction and 10-foot sidewalk/parkways. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Stage B. Converted to HOV/bus Transit Mall. At such time as the Transit Mall is constructed and Lucas Avenue is improved to the standard specified in this Specific Plan, the Bixel Street roadway shall be reduced to 54 feet, with two travel lanes in each direction, and sidewalk/parkways shall be increased to 20 feet. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Wilshire Boulevard to Seventh Street. Improved to modified Major Highway standard; 74-foot roadway on 94-foot right of way. Two travel lanes in each direction, with a 28-foot, planted center median supporting an elevated HOV/transit guideway, and 10-foot sidewalk/parkways. (A 5-foot, paved Open Space Setback is required adjacent to sidewalks to increase pedestrian circulation.)

Seventh Street to Eighth Street.

Improved to Major Highway standards; 80-foot roadway in 100-foot right-of-way. Two travel lanes in each direction, with a 28-foot, planted center median supporting an elevated HOV/transit guideway and 10-foot sidewalk/parkways.

First Street to Second Street.

Improved to Secondary Highway standards; 66-foot roadway in 86-foot right-of-way. Two travel lanes and one parking lane in each direction with 10-foot sidewalk/parkways.

Colton Street to First Street. To be vacated.

Colton Street to Temple Street. Improved to Local Street standards; 28-foot roadway in 48-foot right of way, with 10-foot sidewalk/parkways.

E. GLENDALE BOULEVARD.

Hollywood Freeway to First Street. Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median (left turns prohibited at mid-block) supporting an elevated HOV/transit guideway and 14-foot sidewalk/parkways.

Glendale Freeway to Hollywood Freeway. Improved with reversible at-grade HOV/bus lane within existing right-of-way.

F. LUCAS AVENUE.

Beverly Boulevard to Sixth Street. Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median and 14-foot sidewalk/parkways.

Sixth Street to Seventh Street. Improved to modified Secondary Highway standards; 74-foot roadway in 94-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median and 10-foot sidewalk/parkways.

G. WITMER STREET/HARTFORD AVENUE SOUTH OF WILSHIRE BOULEVARD/BLAINE AVENUE - Third Street to Twelfth Street.

Partially realigned to create a continuous street and improved to modified Secondary Highway standards; 74-foot roadway in 94-foot right-of-way. Three travel lanes in each direction, with a 10-foot, planted center left turn median and 10-foot sidewalk/parkways.

H. TEMPLE STREET AND SEVENTH STREET.

Improved to modified Secondary Highway standards; 66-foot roadway in 90-foot right-of-way. Two travel lanes and a parking lane in each direction, with a center median and 12-foot sidewalk/parkways.

I. BEVERLY BOULEVARD/FIRST STREET AND SECOND STREET.

Improved to modified Major Highway standards; 80-foot roadway in 108-foot right-of-way. Three travel lanes in each direction, with a 10-foot, landscaped median (left turn pocket provided only at intersection) and 14-foot sidewalk/parkways.

J. THIRD STREET AND SIXTH STREET - Witmer Street to Harbor Freeway.

Improved to one-way, modified Secondary Highway standards; 66-foot roadway in 90-foot right-of-way. Four travel lanes and two parking lanes westbound on Third Street, eastbound on Sixth Street, with 12-foot sidewalk/parkways.

K. FOURTH STREET AND FIFTH STREET - Witmer Street to Harbor Freeway.

Improved to one-way, modified Collector Street standards; 56-foot roadway in 76-foot right-of-way. Four travel lanes and one parking lane eastbound on Fourth Street, westbound on Fifth Street, with 10-foot sidewalk/parkways.

L. EIGHTH STREET AND NINTH STREET - Witmer Street to Harbor Freeway.

Improved to one-way, Secondary Highway standards; 66-foot roadway in 86-foot right-of-way. Four travel lanes and one parking lane westbound on Eighth Street, eastbound on Ninth Street, with 10-foot sidewalk/parkways.

M. GARLAND STREET, INGRAHAM STREET, SHATTO STREET, MIRAMAR STREET, EMERALD STREET, VALENCIA STREET, COLUMBIA AVENUE, VICTOR STREET, MARYLAND STREET, COURT STREET, COLTON STREET, ANGELINA STREET AND LINWOOD AVENUE, EDGEWARE ROAD AND SECOND STREET (Lucas Avenue to Witmer Street).

Improved to Collector Street standards; 40-foot roadway in 60-foot right-of-way. Two travel lanes and one parking lane in each direction, with 10-foot sidewalk/parkways.

II. FREEWAY IMPROVEMENTS.

A. PHASE 1 OF DEVELOPMENT.

1. **Glendale Boulevard/Hollywood Freeway on/off-ramps.** Reconstruct existing ramps to full diamond interchange.
2. **Beaudry Avenue/Hollywood Freeway and Beaudry Avenue/Pasadena-Hollywood Freeway connector on/off-ramps.** Add half diamond interchange to Hollywood Freeway at Beaudry Avenue to provide eastbound off-ramp and westbound on-ramp, and add southbound off-ramp from the Pasadena-Hollywood Freeway connector to Beaudry Avenue.
3. **Hollywood Freeway.** Add one lane in each direction between Vermont Avenue and the four level interchange. Future conversion to HOV lane between Glendale Boulevard and Vermont Avenue.
4. **Hoover Street-Union Avenue/Santa Monica Freeway connection.** Improve on and off ramps and surface streets for better freeway connections to Union Avenue.
5. **Golden State Freeway/ Pasadena Freeway interchange ramps.** Add an additional lane or improve the geometry of the existing lanes. This improvement should be designed to facilitate the addition of ramps from both the Pasadena and Golden State Freeways to the proposed Alameda By-Pass Connector.

B. PHASE 2 OF DEVELOPMENT.

1. **Second Street/Harbor Freeway ramp.** Modify existing Third Street northbound off ramp and replace existing Second Street southbound off ramp to Beaudry Avenue with new southbound off ramp to Boylston Street (fly over Beaudry Avenue).
2. **Fourth Street/Harbor Freeway bridge and associated ramp improvements.** Reconfigure the Fourth Street southbound off ramp, rebuild the Fourth Street overcrossing to connect with Fourth Street west of Harbor Freeway and modify the existing northbound off ramp.
3. **Fifth Street/Harbor Freeway off-ramp.** Construct new Fifth Street southbound off ramp.
4. **Eighth Street/Ninth Street and Eleventh Street/Blaine Street/Harbor Freeway on/off-ramps.** Modify the Eighth, Ninth and Eleventh Street southbound off ramps, the Ninth Street northbound on ramp and Eighth Street and Blaine Street southbound on ramps to reduce merge/weave conflicts.
5. **Olympic Boulevard/ Santa Monica Freeway on/off-ramps.** Improve the Olympic Boulevard/I-10 interchange to allow a direct ramp connection from the westbound Santa Monica Freeway to Olympic Boulevard.
6. **Alameda Street Connection to the Pasadena and Golden State Freeways.** Add northbound and southbound on and off ramps to the Golden State and Pasadena Freeways to connect a future extension of Alameda Street northerly to the Golden State Freeway.

C. PHASE 3 OF DEVELOPMENT.

1. **Wilshire Boulevard and Seventh Street/Harbor Freeway on/off-ramps and completion of Boylston Street extension to Seventh Street.** Construct new northbound off ramps at Seventh Street and Bixel Street. Construct new Seventh Street southbound on ramp, and complete Boylston Street extension southerly to Seventh Street. Modify the existing southbound Wilshire Boulevard off ramp.
2. **Fifth Street/Sixth Street/Harbor Freeway bridges reconstruction.** Modify and reconstruct existing southbound on ramp and rebuild the Fifth Street overcrossing to connect with Fifth Street west of the Harbor Freeway.
3. **Northbound Harbor Freeway collector-distributor roads between Eleventh Street and Eighth Street.** Modify the Eleventh Street northbound on ramp and Ninth Street northbound off ramp to a braided configuration, such that the Eleventh Street on ramp flies over the Ninth Street off ramp and enters the Harbor Freeway collector/distributor road rather than the mainline freeway lanes.

D. **PHASE 4 OF DEVELOPMENT.**

1. **Eighth Street/Harbor Freeway northbound off-ramp.** Construct new off ramps to provide access to Seventh and Bixel Streets.
2. **Blaine Street/Eleventh Street/Harbor Freeway southbound on-ramp.** Improve the on ramp to provide better access from the southern margin of the Central City West area to the Harbor Freeway and the westbound Santa Monica Freeway.
3. **Fourth Street southbound on ramp and Sixth Street northbound/Harbor Freeway on-ramps (optional).**

III. **TRANSIT IMPROVEMENTS.**

A. **PHASE 1 OF DEVELOPMENT.**

1. **Commuter and Shuttle buses.** Purchase 257 buses for commuter express and local shuttle service.
2. **Elevated transitway from Glendale Boulevard/Colton Street to Crown Hill, connecting to Bixel Street.** Construct elevated transitway south of Hollywood Freeway onto Crown Hill and into the Bixel Street corridor.
3. **Pedestrian connection across Harbor Freeway at Maryland Street alignment.** Construct a pedestrian bridge across the Harbor Freeway from the Maryland Pedestrian Walk to the Plaza level of the Union Bank Building on the east side of the Freeway. The pedestrian bridge shall be at least 20 feet wide and of sufficient strength and design to accommodate a future automated guideway system.
4. **Transportation Management Organization.** Provide start-up costs to operate a Transportation Management Organization.

B. **PHASE 2 OF DEVELOPMENT.**

1. **Bixel Street/Wilshire Boulevard Metro Rail Station.** Construct Metro Rail Transit Station at Bixel Street/Wilshire Boulevard and provide connection to the future Bixel Street Transitway at Seventh Street.
2. **At-grade HOV lanes on Glendale Boulevard from the Hollywood Freeway to the Glendale Freeway.** Restripe Glendale Boulevard from the Glendale Freeway terminus to the Hollywood Freeway to provide dedicated surface lanes for HOV and bus use.
3. **Bixel Street Transit Mall.** Construct at-grade transit mall from Crown Hill to Sixth Street along Bixel Street alignment.

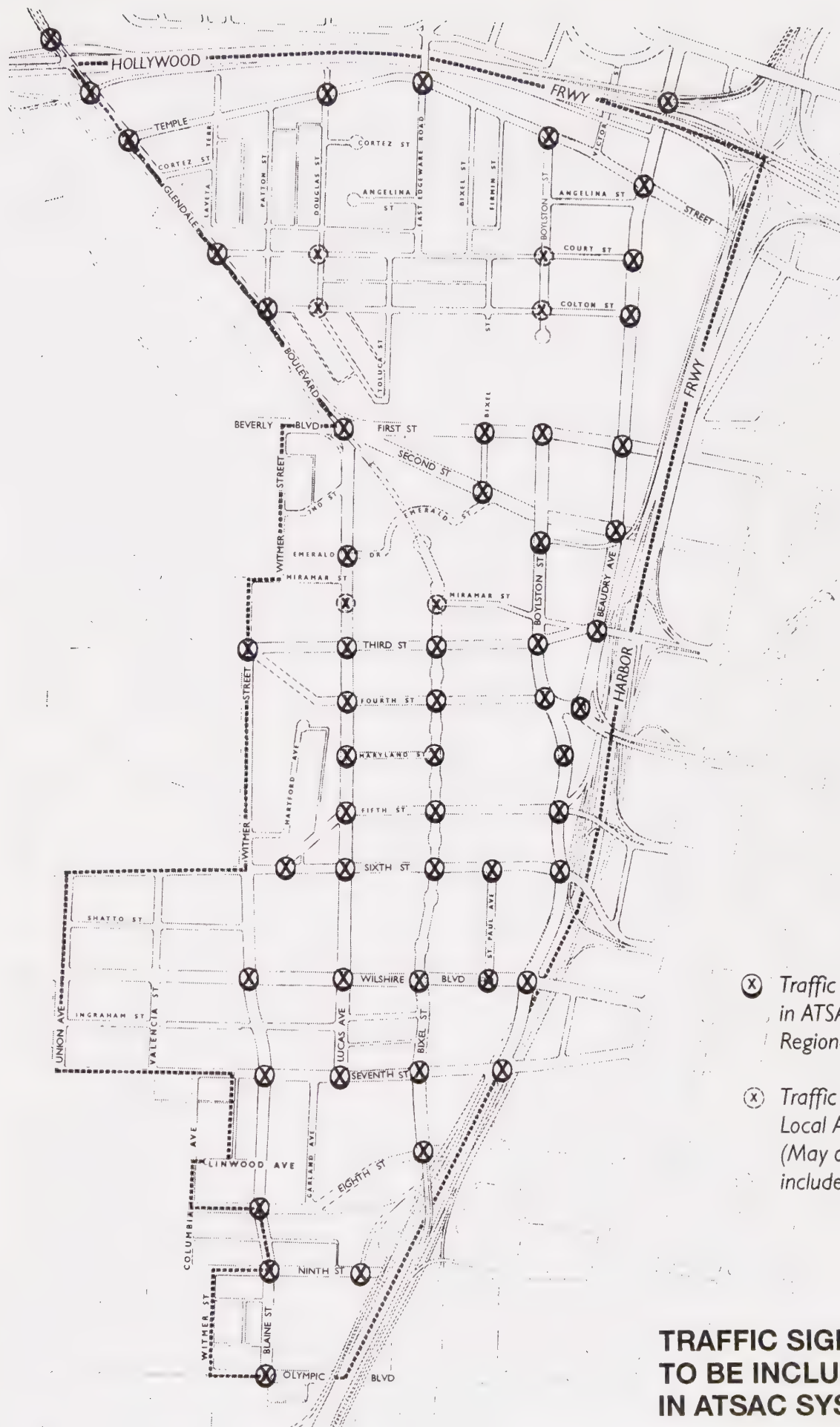
C. **PHASE 3 OF DEVELOPMENT.**

1. **Harbor Freeway Transitway extension from 23rd Street to Bixel Street Transit Mall.** Extend the elevated Harbor Freeway Transitway from 23rd Street to Sixth Street.
2. **Extension of elevated Glendale Boulevard transitway to Hollywood Freeway.** Complete the construction of the elevated transitway from Crown Hill to the Hollywood Freeway with ramps to and from the freeway, and connection to at-grade HOV lanes north of Hollywood Freeway.

D. **PHASE 4 OF DEVELOPMENT.**

Automated pedestrian conveyance across Harbor Freeway. Construct an automated pedestrian conveyance across the Harbor Freeway at the Maryland Street alignment.

Figure 1
Appendix C



**CENTRAL CITY WEST
SPECIFIC PLAN**

APPENDIX D

URBAN DESIGN GUIDELINES

- A. **SPECIFIC PLAN DISTRICT POLICIES.** All Projects shall substantially conform with the Specific Plan District policies and guidelines contained in the Specific Plan Policy document, as determined by the Director of Planning pursuant to Section 17 of this Specific Plan.
- B. **COMMERCIAL, INDUSTRIAL AND MIXED USE DEVELOPMENT PROJECTS.**
1. A required Plaza shall be designed to substantially conform to the following standards:
 - (a) Contain a minimum of 25% landscaped area;
 - (b) Provide seating, in the form of seat walls with a minimum height of 15 inches, benches or moveable chairs, at a ratio of 1 seat per 250 square feet of plaza area;
 - (c) Provide access for handicapped persons;
 - (d) Open to the public for 14 hours a day, on regular business days;
 - (e) Maintained with a strong management presence for security, cleanliness, programming and other user-based amenities;
 - (f) Visible and accessible from surrounding public streets;
 - (g) Plazas located in the Wilshire Corridor or Eighth/Ninth Street Districts shall be developed at or as close as is physically feasible to the adjacent finished sidewalk grade.
 - (h) Plazas located in the Temple/Beaudry, First/Second or Crown Hill Districts shall use the following formulae for grade differentials with the adjacent finished sidewalk grade:
 - (1) Plazas developed on a lot or lots with less than 10% slope may be developed at a level elevated or depressed from the finished sidewalk grade adjoining the site, corresponding to the slope of the site, provided incremental level changes connecting up or down to adjoining finished sidewalk grades do not exceed four feet, six inches (4' - 6") in the vertical, with a minimum 15-foot horizontal distance between stair/ramp elements. Continuous ramps may be provided in lieu of incremental stair/ramp elements.
 - (2) Plazas developed on a lot or lots with greater than 10% slope may be developed at a level elevated or depressed from the finished sidewalk grade, corresponding to the slope of the site, provided monumental stairs or ramps, with elevator facilities for the handicapped, are constructed to connect the Plaza to adjoining sidewalks.
 - (3) Landscaping plans for all required Plazas shall be approved by the City Planning Department for their planting theme.
- C. **RESIDENTIAL PROJECTS AND THE RESIDENTIAL PORTION OF MIXED USE PROJECTS.**
1. A minimum of 100 square feet per unit of the required 150 square feet of useable Open Space shall be provided as Common Open Space.
 2. Up to a maximum of 50 square feet per unit of the required open space may be provided as Private Open Space, provided at least 50% of the units on the first level of residential use and 50% of the units on all levels above the first level have Private Open Space. Private Open Space shall have a minimum dimension of five feet.
 - (a) Private Open Space located at the Ground Level shall be secure, screened from public view, and provided with a landscape buffer.
 - (b) Private Open Space located above the Ground Level shall be designed to provide maximum security.

3. Up to a maximum of 50% of the area contained within the front yard and/or rear yard setback may be used to meet the Open Space per unit requirement; however, driveways, parking facilities of any kind and landscaped parkway areas may not be used.
4. Up to a maximum of 50% of landscaped side yard setbacks may be used to meet the Open Space per unit requirement on lots with 50 feet or less of street frontage.
5. Interior courtyards shall have a minimum width of ten feet, a minimum average width of 20 feet, and a minimum area of 400 square feet. A minimum of 25% of interior courtyards shall be landscaped.
6. There shall be one tree provided on-site for every dwelling unit, each of which shall be a minimum of 12 feet in height and three inches in caliper at the time of planting.
7. All open areas not used for building driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained.
8. All landscaped areas shall be maintained with an automatic irrigation system.

D. STREET TREE AND OPEN SPACE SETBACK PLANTINGS.

1. The following tree species shall be planted by the Applicant or at the Applicant's expense, as approved by the Street Tree Division of the Bureau of Street Maintenance, Department of Public Works, in the following street parkways, center medians and the required Open Space Setback areas adjacent to those street parkways, where applicable. Trees shall be a minimum of 12 feet in height and three inches in caliper at the time of planting, and shall be spaced 30 feet on center, unless otherwise specified.
 - (a) **Glendale Boulevard, Beaudry Avenue.**

Parkway - alternating Washington Robusta fan palms and Magnolia trees.
 Center Median (Beaudry Avenue) - Magnolia trees.
 Open Space Setback - Magnolia tree opposite each parkway Magnolia tree.
 - (b) **Boylston Street - First Street to Seventh Street.**

Parkway - alternating Washington Robusta fan palms and Ficus trees.
 Center Median - Ficus trees.
 Open Space Setback - Ficus tree opposite each parkway Ficus tree.
 - (c) **Boylston Street - Temple Street to Colton Street, and St. Paul Street.**

Parkway - Ficus trees.
 Center Median (Boylston) - double row of Ficus trees
 Center Median (St. Paul) - single row of Ficus trees.
 - (d) **Beverly Boulevard, First Street, Second Street.**

Parkway - alternating Washington Robusta fan palms and Magnolia trees.
 Center Median - Magnolia Trees.
 - (e) **Lucas Avenue - Beverly Boulevard to Sixth Street.**

Parkway - alternating Washington Robusta fan palms and Ficus trees.
 Center Median - alternating Robusta fan palms and Elm trees.
 Open Space Setback - Ficus trees opposite each parkway Ficus tree.
 - (f) **Lucas Avenue - Sixth Street to Seventh Street, and Witmer Street/Hartford Avenue/ Blaine Avenue.**

Parkway - alternating Washington Robusta fan palms and Ficus trees.
 Center Median - alternating Washington Robusta fan palms and Elm trees.

(g) **Wilshire Boulevard, Olympic Boulevard.**

Parkway - alternating Washington Robusta fan palms and Ficus trees.

Center Median (Wilshire Boulevard) - Washington Robusta fan palms.

Center Median (Olympic Boulevard) - alternating Washington Robusta fan palms and Ficus trees.

(h) **Bixel Street - Crown Hill to Wilshire Boulevard.**

Parkway

Phase 1. Washington Robusta fan palms, spaced at 20 feet on center.

Phase 2. Double row of trees: Washington Robusta fan palms at outer row, spaced 20 feet on center; alternating Washington Robusta fan palms and Sycamore trees at inner row spaced 20 feet on center, except at bus turnouts.

(i) **Bixel Street - Wilshire Boulevard to Eighth Street.**

Parkway - Washington Robusta fan palm, spaced at 20 feet on center.

(j) **Third Street, Sixth Street, Seventh Street, Temple Street.**

Parkway - Sycamore trees.

(k) **Fourth Street, Fifth Street, Eighth Street, Ninth Street, Union Avenue, Bixel Street - First Street to Second Street, Garland Street - Seventh Street to Eighth Street, Ingraham Street, Shatto Street, Miramar Street, Emerald Drive, Columbia Avenue, Valencia Street, Victor Street, Maryland Street (Bixel Street to Lucas Avenue).**

Parkway - Ficus trees.

090CCW4(9-21-94)

CENTRAL CITY WEST SPECIFIC PLAN
Ordinance No. 166,703
Effective April 3, 1991

Amended by Ordinance No. 167,944
Effective June 29, 1992

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- o The Applicant shall file an application for any Project which requires a grading permit, foundation permit, building permit, sign permit, or use of land permit, unless an exception applies. (17B)
- o Prior to filing an application, the Applicant shall obtain a Traffic Assessment of the proposed Project from the Department of Transportation and, when required, shall provide a Traffic Study. (9B)
- o At the time of application, the Applicant for a Project of 100,000 sq. ft. or more of commercial or industrial floor area shall submit a written preliminary Transportation Demand Management Plan to the Department of Transportation. (9E1a)
- o The owner of a Project of less than 100,000 sq. ft. of commercial or industrial floor area shall execute and record, prior to the issuance of a building permit, a Covenant which guarantees implementation and maintenance of the Transportation Demand Management requirement imposed by the Department of Transportation as a condition of Project plan review approval (9E1b)
- o The owner shall comply with all Transportation Demand Management requirements of the Specific Plan including preparation of preliminary plans, executing and recording of a Covenant and preparation of an annual status report. (9E)
- o The owner shall submit an annual report to the Child Care Coordinator where required to provide a child care facility. (12F2)
- o The owner of a commercial manufacturing or Mixed Use Project of 100,000 sq. ft. or more of non-residential floor area shall implement the required measures. (13A)
- o The Applicant or other interested parties may appeal the determination of the Director of Planning to the City Planning Commission and may further appeal the matter to the City Council.

Department of City Planning

- o The Director of Planning or the Director's designee shall grant, conditionally grant or deny an application in accordance with provisions of the Specific Plan and forward a copy of the determination to the applicable Department of Building and Safety. (17A, 17B6)
- o The Department of City Planning shall maintain an official record of all approved Permitted Floor Area by Phase of Development (16B1) and, with the assistance of the Departments of Transportation and Housing, shall prepare and submit to the City Planning Commission an annual report on the status of the Phases of Development permitted by the Specific Plan. (16C)
- o The Department of City Planning shall maintain a record of all Transfers of floor area and residential density and of the Public Benefit Resource(s) derived and transmit such record annually to the City Planning Commission for its review. (7F4)
- o Pursuant to the Project plan review process (17), the Director of Planning may approve the averaging of the required building setback (8B2) and/or Open Space setback for a Project located on a lot or lots greater than five acres in area. (8C4)

City Planning Commission

- o The City Planning Commission shall have authority to grant a Transfer of floor area or residential density. (7E)
- o The City Planning Commission shall decide on appeals from a Project plan review determination by the Director of Planning. (17C1)
- o The City Planning Commission shall:
 - Conduct a public hearing and recommend to the City Council any actions necessary to ensure that implementation of transportation improvements and the production of housing units are in compliance with the Specific Plan (16C4);
 - Certify that all the requirements of the current Phase of Development have been implemented or assured (16C5); and
 - Recommend any amendments or revisions to the Specific Plan after review of a Specific Plan restudy by the Departments of City Planning, Transportation and Housing. (16C6)
 - The Department of Transportation shall be responsible for maintaining a record of vehicle-carrying capacities on the street system screenlines, freeway and transit system improvements number of Scenic Occupancy Vehicle trips and the on-site and off-site office parking spaces. (16B3)

Department of Transportation

- o The Department of Transportation shall provide a Traffic Assessment of a proposed Project and shall require preparation by the Applicant of a Traffic Study where there may be potentially Significant Transportation Impacts on intersections caused by the Project. (9B1)
- o The Department shall enforce compliance with the Transportation Demand Management Plan. (9B4)

Housing Department

- o The Housing Department shall be responsible for maintaining a record of the number of Low and Very Low Income dwelling units and guest rooms constructed and demolished within the Specific Plan Area and within the Dwelling Unit Secondary Placement Area. (16B)
- o The Housing Department, with the assistance of the Department of City Planning, shall prepare and submit to the Affordable Housing Commission an annual report on the status of the housing requirements of the Specific Plan. (16C2)
- o The Affordable Housing Commission, after review of the Housing Department's annual Specific Plan status report, shall recommend to the City Planning Commission any actions necessary to ensure compliance with the housing requirements of the Specific Plan.

City Child Care Coordinator

- o The Child Care Coordinator shall be responsible for the monitoring and enforcement of the child care regulations specified within the Specific Plan. (12F)

Department of Recreation and Parks

- o The Department of Recreation and Parks shall acquire additional properties, where possible, utilizing Quimby fees and any other funds deposited in the Central City West Open Space Account, in order to provide park land acreage totals specified within the Specific Plan. (8E)

City Council

- o The City Council may sustain, reverse, establish additional conditions, or otherwise modify any determination of the Director or the City Planning Commission on Project Plan review applications (17C4), and on appeal shall also have the authority to grant a Transfer of floor area or residential density. (7E)

090CCW1(9-21-94)

ORIGINAL COMMUNITY PLAN

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CENTRAL CITY WEST SPECIFIC PLAN

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090MISC(9/21/94)

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